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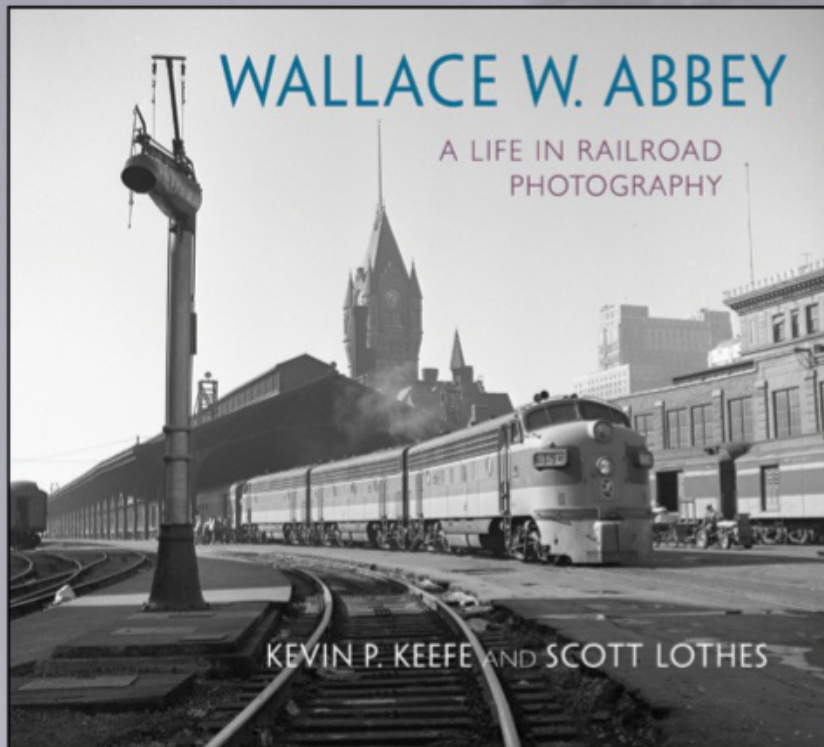
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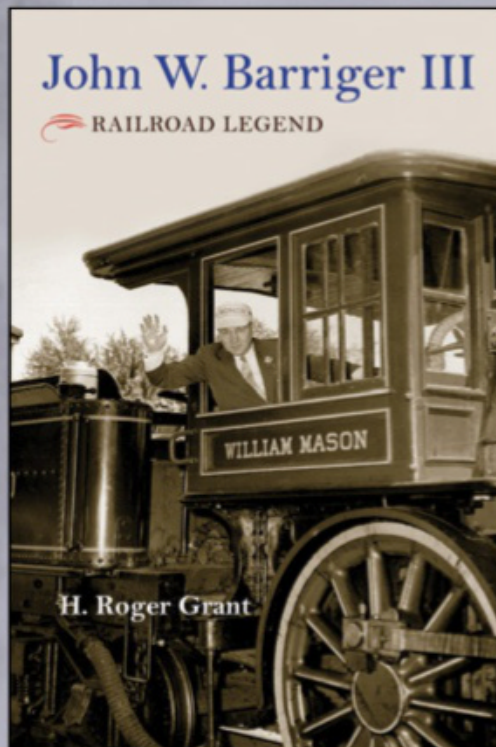
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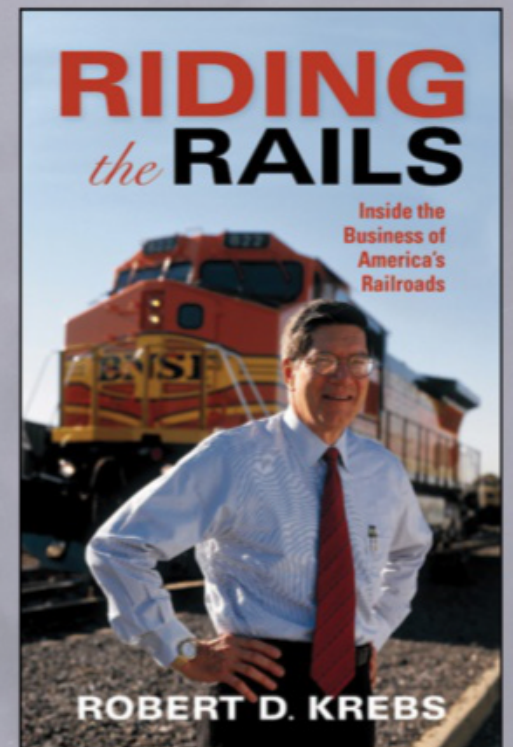
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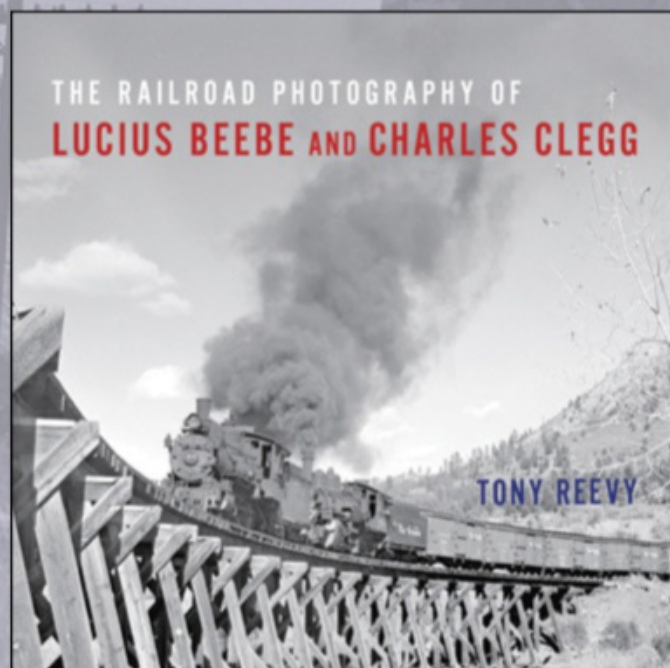
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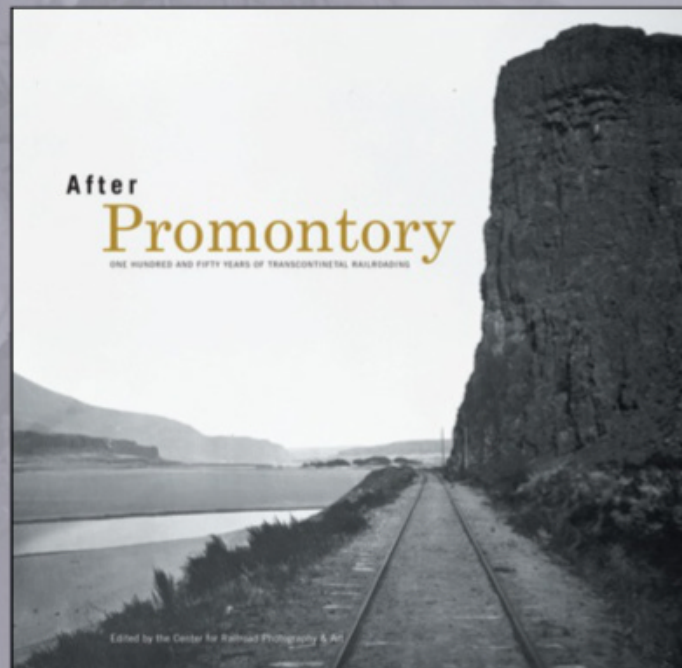
In *John W. Barriger III: Railroad Legend*, historian H. Roger Grant details the fascinating life and impact of a transportation tycoon and "doctor of sick railroads" and his role in transforming the transportation industry.



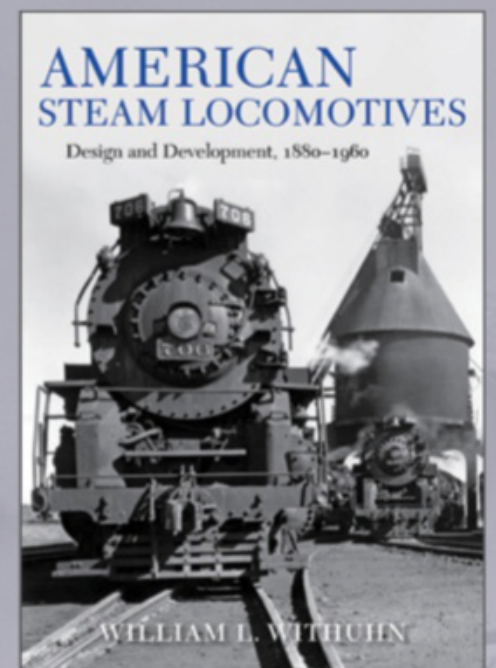
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This Issue



On our cover
Lackawanna 4-8-2 No. 2228 heads an east-bound freight near Andover, N.J., in 1940. Donald W. Furler, Center for Railroad Photography & Art collection

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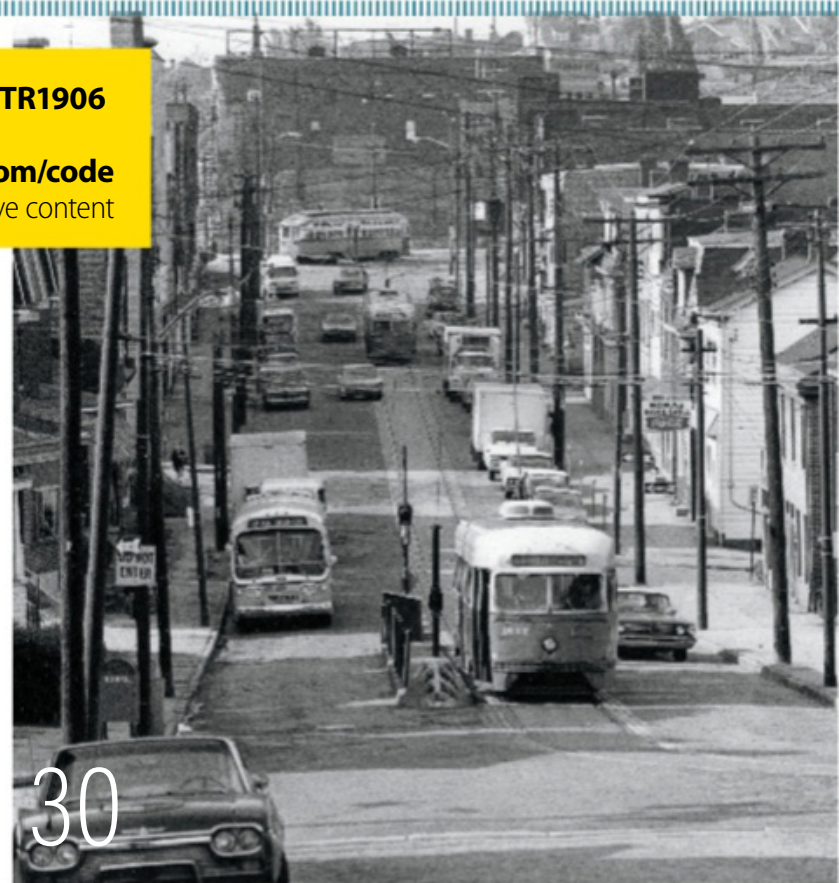
Migrant manager: Transfers to Cleveland, Indiana, and Chicago brought new experiences

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Treasures in the archives

In this issue, we kick off a new series of feature articles, “Archive Treasures.” The “Archive” in the name refers to the large and growing collection of the Center for Railroad Photography & Art. Since its establishment in 1997, the Center has amassed for preservation and presentation hundreds of thousands of images, mostly photographs. In each issue, we’ll present an article illustrated with images from CRPA’s collection. The Center’s current president, Scott Lothes, describes the work of his organization in detail in “Classics Today” [page 86].

“Treasures” refers to the importance of the images, which came from the cameras of some of the most talented and prolific railroad photographers of the 20th century, including J. Parker Lamb, Wallace W. Abbey, and Jim Shaughnessy. The work of other, less widely published photographers is represented in CRPA’s holdings as well.

Falling somewhere between the “big names” and the relative unknowns is Donald W. Furler, the subject of the inaugural “Archive Treasures” installment [page 16]. Furler began taking pictures in the late 1930s, at the height of the steam era, and became a major presence in TRAINS magazine soon after its launch in 1940. Like many of his generation, he put away his cameras after diesels took over, and his work has been little seen in recent decades. Thanks in part to the Center, Furler’s masterful documentation of steam trains in action in the East is enjoying renewed exposure, and his creative compositions are regarded as early moves away from the strictures of the simple “wedge shot” favored by many of his contemporaries.

Robert S. McGonigal
EDITOR



In a classic Furler composition, Jersey Central 4-6-2 812 leads train 316 through Pennsylvania’s Lehigh Gap in 1946. Lehigh & New England’s bridge towers above, while the Lehigh Valley is on the far bank of the Lehigh River. Donald W. Furler, Center for Railroad Photography & Art collection



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A potpourri of railroad history, then and now

HeadEnd

WE MISS . . .

Pole lines. Once as emblematic of railroading as water towers and semaphores, they suggested action and urgency. Without them, rail lines vanish into the landscape. Linn H. Westcott



Train time on the GN

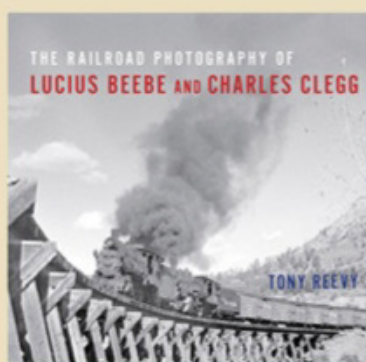
Sometime in the 1940s, passengers at Great Northern's station at Belton, Mont., look into the late-afternoon sun for their train, the east-bound *Empire Builder*. Most of the folks are dressed for travel, while the man in work clothes and the boy and woman behind him might be meeting someone off the train. Now called West Glacier, this station still serves Amtrak's *Empire Builder*. Frank and Todd Novak collection

Cozy quarters on an NYC barge

New York Central's barge *Cold Spring*, part of the railroad's armada of floating equipment in New York Harbor, looks truly spartan from the outside (below). Yet there's an air of homeyness to the captain's quarters (right), with framed pictures on the walls, curtains on the windows, personal items on a desk and sitting table, and a coffee pot on the stove. Two photos, NYC



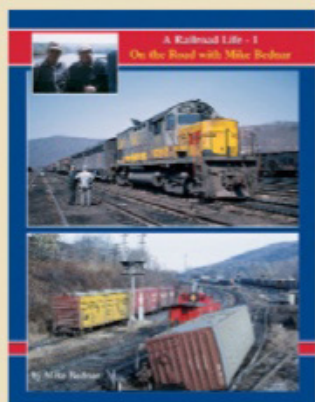
Reviews



The Railroad Photography of Lucius Beebe and Charles Clegg

By Tony Reevy. Indiana University Press, Bloomington, Ind. 198 pages, \$50.

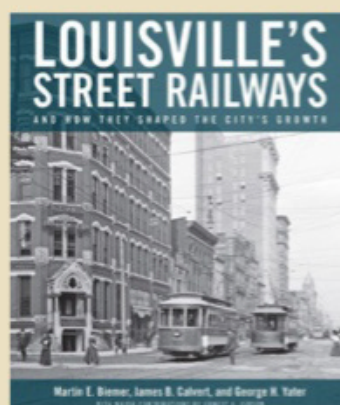
A year after the release of the late John Gruber's book about Beebe and Clegg (reviewed in our Summer '18 issue) comes another fine study of the duo. Inevitably, there's a good amount of narrative and photographic overlap between the two works. Tony Reevy's book begins with a 20-page essay on the two men as individuals, life partners, and photographers, then presents their photos in four thematic groups ("The Three-Quarters Shot," "A Modernist View of the American Railroad," "Railroaders," and "The Railroad in Its Environment"). Beautifully designed, the new book suffers slightly in terms of photo reproduction and captioning. — *Robert S. McGonigal*



A Railroad Life — 1: On the road with Mike Bednar

By Mike Bednar. The Railroad Press, Hanover, Pa. 128 pages, \$59.95.

Mid- to late 20th-century railroading in the Northeast U.S. can have a particular appeal in its despair. This work brings that genre to its readers overtly — even the cover features a photo of a derailment. But the trains are only part of the story as author Bednar spins tales of the fellow railroaders he (and his father) met on the job. Those tales may be familiar, having run in the magazine *The Railroad Press/Trains & Railroads of the Past* across six years. The book is laid out in the standard *TRP* style, with mostly color photos, placed one or two to a page. Photo reproduction is top quality, and maps are clear and concise. The bulk of the coverage spans the 1960s through the early 1980s. — *Brian Schmidt*



Louisville's Street Railways and How They Shaped the City's Growth

By Martin E. Biemer, James B. Calvert, and George H. Yater. Butler Books, Louisville, Ky. 328 pages, \$60.

This book takes a comprehensive look at the development and decline of the streetcar network in and around Louisville, Ky., through 12 chapters; appendices covering equipment, routes, and facilities; and an index. The appendices run to 156 pages. Numerous sidebars are helpful in conveying details that would otherwise bog down the main text. One nice surprise included with the book is an envelope of 14 approximately 11x17-inch maps, keyed to the various chapters; they enable a reader to keep a map handy while reading from any page. This is a solid addition for streetcar enthusiasts and historians of the Derby City. — *B.S.*

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Midwest in the mid-'60s

See additional photos from "Best of Everything" author Chris Burger from Ohio, Indiana, and Illinois.



Blog

Read the weekly blog by our columnist Kevin Keefe, who reflects on the places he's been, the people he's met, and how railroading's history impacts the industry today.



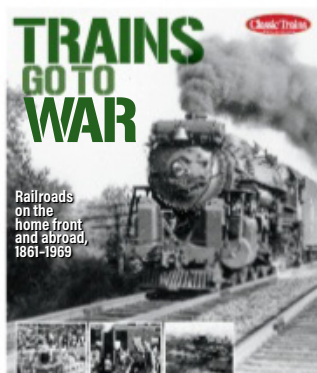
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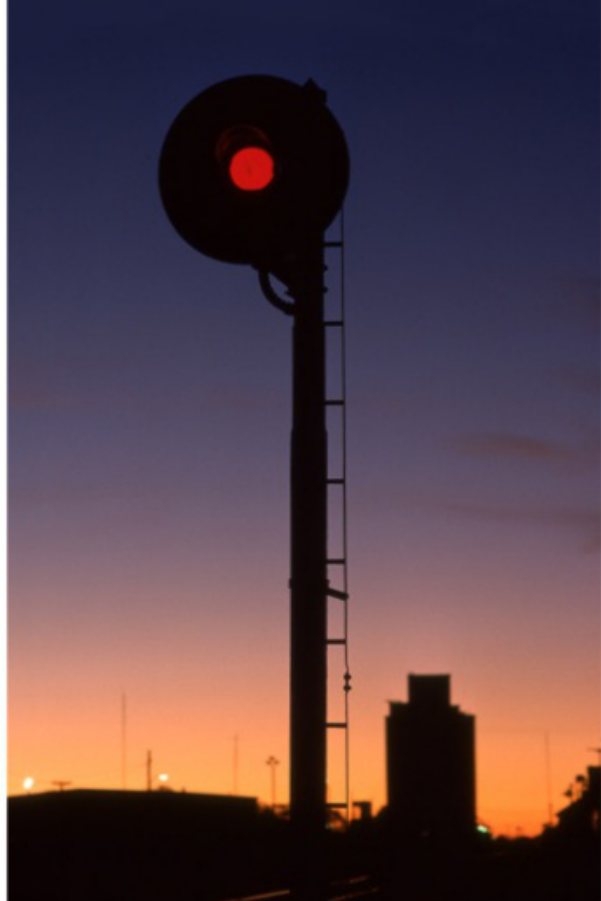
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GE vs. GMC

In Oakland, Calif., a Western Pacific U30B leads a freight down Third Street in 1972. Just a few inches separate the GE diesel from the GMC truck parked at left, prompting photographer Tim Zukas to wonder if the driver has a Plate F loading diagram in his glove compartment!



Brian Solomon

Green . . . Red . . . Out!

A Santa Fe conductor once told me of a time he had a rookie brakeman making his first paid trip. They were in the caboose of a long freight train at night, and the conductor was trying to do some paperwork. The new man was very nervous and kept interrupting him with questions. Out of frustration, the conductor decided to keep the man occupied by telling him to sit up in the cupola and call out the signals as they passed them.

The brakeman, perched up above, staring ahead into the darkness, started shouting "Green . . . Red . . . Out!" The conductor figured "green" was for a clear signal as the train approached it in the distance, "red" was for when the engine passed the signal, and "out" was when the signal went by the end of the train, so he went back to his paperwork.

About 45 minutes later, they were told to stop their train immediately. Apparently, a load in the middle of the consist had shifted, knocking out every signal for 30 miles, hence "Green . . . Red . . . Out!" — *Dan Engstrom*

OBITUARY

Retired shortline executive **Russell Tedder** died in Little Rock, Ark., on January 29 at age 83. Tedder, a Florida native, wrote two CLASSIC TRAINS articles, Fall 2015's "Bridgeboro Boogie" (south Georgia short lines) and Summer 2018's "Road-Switcher for the Little Guys" (GE 70-tonners), plus the 2016 book *Forest Rails* (Georgia-Pacific's short lines, which he once headed).



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Fast Mail Letters from readers on our Spring 2019 issue



Just a month before the 2016 dedication, Illinois Railway Museum's Frisco 2-10-0 No. 1630 steams behind the preserved Santa Fe sign that once stood on the roof of the company's downtown Chicago headquarters building. Brian Schmidt

A Santa Fe icon preserved

Regarding the Santa Fe article in Spring 2019, there was a great photo of Chicago's Railway Exchange Building on page 95. That sign on the roof was acquired for preservation by the Illinois Railway Museum. Thanks to significant donations, a ground-level support structure was constructed near the museum's entrance, the lettering rehung, and the lighting restored. On October 29, 2016, a dedication ceremony was held, and at sunset the Santa Fe sign was officially relit. — *Paul Schneble, Milwaukee, Wis.*



Santa Fe, all the way to Chile

I enjoyed the article about the Santa Fe Purchasing & Stores department in the Spring 2019 issue. I too had a dealing with them. In 1961 a friend wrote and told me the Santa Fe was selling a few steam locomotive bells if one had a good

story as to why he wanted one. He gave me the name of a Mr. P. J. Steinberger of Purchasing & Stores, who may have been the department head. I wrote my letter asking for a bell and hoped for the best. Within a couple of weeks I received a reply from Mr. Steinberger offering a bell for \$65 plus Railway Express Agency shipping. My dad's check was soon in the mail, along with my request for a boiler-top bell with complete yoke.

A month or so later, an REA truck pulls up to our house, I paid the driver about \$20 for shipping, and I was the proud owner of the bell from 2-10-2 No. 1679. That bell has been with me ever since, and today is by the front door of our home in Santiago, Chile [left]. I'd guess it's the only such bell in the entire nation.

Thank you, Santa Fe.

Alan Miller, Santiago, Chile

Classic era caboose lesson

While reading the article "On-the-Job Training" in the Spring 2019 issue, I noticed that a caboose in the photo on page

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90 displayed the Masonic square and compass on the cupola. Since I am a Mason and an old railroader, I would appreciate any information you could provide.

John H. Lindgren, Bloomington, Minn.

¶ *Cabooses were still assigned to individual assignments and/or conductors on the New York Central in 1964 when that photo was taken. Some crews chose to personalize theirs, one reason being that it made them easy to spot and identify. I don't have any specifics as to this car or situation, but by 1964 most wood cabooses were relegated to yard or local freight service. I presume this car was assigned to a conductor who was also a Mason. — Chris Burger*

Fast Mail fans rejoice

One of your best (and least commented on) sections is "Fast Mail." I really enjoy the comments and stories from different ages and regions of the country. They give an added spice to the already fine articles in CLASSIC TRAINS. Thanks for including them.

Bill Reynolds, Mountain Home, Ark.



Overland Route excursion

The photo of the Pacific Railroad Society special on the Lucin Cutoff [pages 54–55] jogged my memory. I was waiting in Ogden with a friend for the continuation of the special. UP's newly renumbered 8444 led the train from Ogden to Cheyenne. The roughly 500-mile trip took all day and arrived in Cheyenne several hours late. But those chasing, including myself and at least one other starving college student, never complained and were happy to enjoy the spectacle. I think I shot about eight rolls of Kodachrome! My photo [above] shows the train at Green River.

Dave Bell, Reno, Nev.

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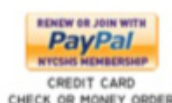
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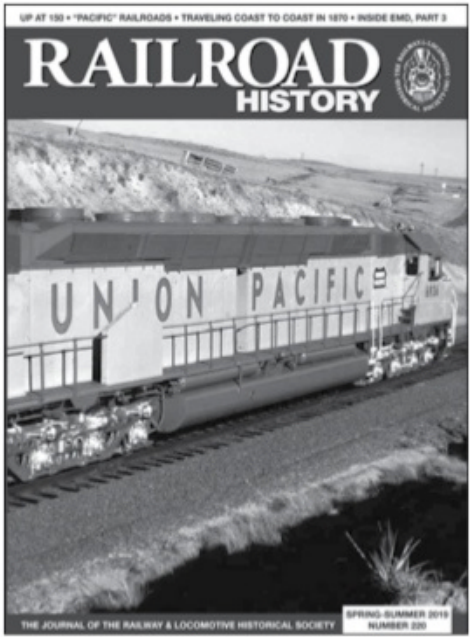
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SPRING-SUMMER 2019 NUMBER 220

Maury Klein, the dean of Union Pacific historians, reflects on the enduring significance of 150 years of transcontinental railroading. Also: An 1870 passenger provides a how-to guide for riding coast to coast; a comprehensive list of railroads with "Pacific" in their names; and the final installment of "Inside EMD," a step-by-step look at the locomotive-building process.

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Metra 405 in its Milwaukee Road heritage paint scheme. —Mark Llanuza photo



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Fast Mail

Diesel-hydraulics today?

"Big Power in the West" [page 62] mentioned the German-built diesel hydraulic locomotives that Southern Pacific operated for a time before giving up on them. Are diesel-hydraulics still in production or use in Germany, or did they give up on them too?

Alan Valentine, Fort Smith, Ark.

Although the number of active diesel-hydraulic locomotives is relatively small, several European railroads still use them, and manufacturers continue to offer them. However, industry trends in Germany and across Europe have resulted in wide-scale electrification and a de-emphasis on diesel locomotive-hauled trains. Diesels, where they are used, are largely of diesel-electric types. Yet, in 2019, Germany continues to employ 1970s-vintage diesel-hydraulics in passenger service, as well as some more modern ones on freight trains, but by and large, even in Germany, the diesel-hydraulic has lost favor and its numbers are diminishing. — Brian Solomon

City fondly remembered

Joe Welsh's well-researched and comprehensive article on the *City of San Francisco* [page 16] brought back a flood of good memories about the days when cross-country travel was actually an enjoyable experience — even in coach. Using my dad's Cotton Belt passes I took a lot of trips between the Southwest and East Coast.

Under Amtrak, I traveled with my older son, in what now passes for a roomette, from Oakland to Omaha over the Rio Grande route. I never made it over the full length of the Overland Route but did manage a trip on the *City* from Green River to Oakland in a fine old piece of UP equipment with real roomettes (sadly, long gone). What a treat!

Howard T. Hill, Hernando, Fla. 📧

Spring 2019 corrections

- Page 6: The correct spelling is San Mateo, Calif.
- Page 19: The rail distance between Chicago and Oakland via the C&NW-UP-SP Overland Route is 2,254.
- Page 64: Union Pacific's 1962 coal-burning turbine was powered directly by the gases from combustion, not steam.
- Page 84: Train BP-3 is southbound.
- Page 93: The trailing unit on Wabash's *Blue Bird* is E7 1002, with E8 grilles.

BRINGING AN ICON BACK TO LIFE



Big Boy — Back in Steam, a new special issue from *Trains*, celebrates the completed restoration of Union Pacific's Big Boy No. 4014, one of America's biggest and most powerful steam locomotives in history. The collector's edition provides full coverage of the engine's historic journey, including its May 2019 run — the locomotive's first since 1959.

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East Coast color

A southbound Florida East Coast passenger train rolls into the station at Boca Raton in 1958 with two E7 diesels in charge. The FEC handled passenger trains for the Atlantic Coast Line between Jacksonville and Miami until 1963, and some ACL equipment is visible under the platform canopy. FEC owned 17 E7s, Nos. 1006-1022. The Boca Raton station survives as a museum, with some rail equipment on display. The railroad revived this sunny paint scheme on new freight diesels in 2014. Dan Pope collection





My fleeting affair with the Monon

Boyhood encounters with the Hoosier Line were brief, but the attachment has lasted a lifetime



Carrying *MONON* on their flanks, a BL2 and an F3 switch the South Shore Line interchange at Michigan City in November 1961. J. David Ingles

My dad wasn't a railfan, but he knew his railroads — or at least the ones on our family's wider turf, roughly south-western Michigan, northwest Indiana, and northeastern Illinois. Whenever we made trips to visit the relatives in the late 1950s, he'd call out the various carriers as the family Ford bounced over two-lane-highway grade crossings.

"Toledo, Peoria & Western!" he'd bark. Or "Grand Trunk Western! That's the Pennsylvania! C&O! EJ&E!"

My favorite was "Monon!" Not because I had any particular knowledge of the Monon (MOE-non), nor at first any interest. It was more just the sound of that name. To an eight-year-old kid, "Monon" was, well, weird and somehow catchy. What's a Monon? Where's Monon?

My interest was piqued a bit more a few years later. One day in the summer of 1965, I was driving through Michigan City, Ind., with one of my friends, Rick Witham, and his dad Dale, who once worked for the New York Central. Dale knew his railroads, too. We were there to

visit the Withams' boat, kept in the city's marina, but the day stays in my memory because of what we saw coming around a curve on U.S. 12 near Wabash Street.

There, gleaming in the sun at a small engine terminal, were two black-and-gold diesels, one a beautiful F3, a locomotive I certainly recognized, the other an outlier, which I later learned was a BL2, an odd creature to say the least. Both were emblazoned with speed lettering: *MONON*.

There was that name, coming back from earlier in childhood. We had to stop! Dale sensed the importance of this discovery and had Rick and me pose for separate photos in front of both units. One day, either of those diesels would be considered a prized historical treasure, and in fact it's quite possible the BL2 we stood in front of was No. 32, now in the collection of the Kentucky Railway Museum. Alas, the F3 is surely long gone.

The Monon is one of those peculiar railroads that cries out for a little love.

That brief encounter forged my attachment to the Monon, fueled to some extent by David P. Morgan. In 1965, I was just beginning to read *TRAINS* magazine, and it didn't take long to discover the Editor's affinity for Indiana's most famous railroad and his admiration for John W. Barriger III, the legendary railroad president whose long career included the famous "super-railroad" period on the Monon, 1946–1952.

As historian H. Roger Grant explains in this issue on pages 46–53, Barriger invented the concept of what he called "super-railroads," a bold prescription that combined changes in government policy with massive technological investment and, in some cases, route rationalization. In his own words, Barriger saw the Monon as a super-railroad "guinea pig," and his tenure there was successful despite the limitations imposed by a small railroad with modest potential.

My age and location were

such that I missed that last great era on the Monon, other than those bumpy crossings in Dad's car. I was 16 in September 1967 when the Monon discontinued its last passenger train, the Chicago–Louisville *Thoroughbred*, so any chance I had to ride the Hoosier Line was lost. Or so it seemed.

The Monon is one of those peculiar railroads that cries out for a little love and, over time, builds up a disproportionately passionate fan base, a bit like the Ontario & Western or Western Pacific. Some of that is because the Monon inspired not one but two excellent books. The first was economist George W. Hilton's *Monon Route*, published in 1978, followed by Gary W. and Stephen F. Dollzall's *Monon: The Hoosier Line* in 1987. A number of significant railroads lack any comparable literature. My unrequited love for the Monon led to a deep dive into both.

My appreciation of the Monon might have been left mainly to books were it not for Amtrak, strangely enough. From its inception in 1971, Amtrak ran its Chicago–Miami *Floridian* down through Indiana over various routes, all of which were problematic. Finally, in March 1975, Amtrak announced it was moving the train

to a routing over former Monon rails to Louisville. The news created quite a buzz among those of us left behind by that last *Thoroughbred* of 1967.

So it was that on a Wednesday night in November 1975, I climbed aboard the *Floridian* at Chicago Union Station and headed south. Destination: Monon Railroad. I had a roomette on the train, and at some point enjoyed dinner in the dining car, but in reality I spent most of the first few hours in a vestibule, taking in as many of the sights as I could. Fortunately, my traveling companion at the Dutch door — writer William Benning Stewart — is a Monon scholar and made sure I didn't miss a thing.

I remember so much about that evening: the circuitous trip through southeast Chicago until we clattered over ump-teen diamonds at State Line; rolling along the stately curve at the town of Monon, where the old Michigan City line joined the main; bounding through the night past Battle Ground, Linden, and Greencastle; creeping down Fifth Street in Lafayette before pulling up to Amtrak's station in the musty old Lahr House Hotel.

The best part came late that night, at Gosport, Milepost 203.1, where the cornfields are giving way to the hilly terrain of

southern Indiana. Bill and I were still at our post in the vestibule. He didn't want me to miss the old Gosport depot, a 19th century gem beside the White River, built by the New Albany & Salem in the 1850s and still sporting the arched openings for a side track through the building. I got only a fleeting glimpse as the headlight of our SDP40F painted the side of the station, but I saw it. I'll never forget it. The Gosport station was like an apparition.

Ever the dispassionate academic, George Hilton basically felt the Monon never had much of a reason for being. For him, its ultimate value should be measured in economic terms. Still, the fact that he wrote his book at all proves the road's appeal. "The Monon may have been unfortunate in its origins," he wrote, "but it was fortunate in its enthusiasts." I'm glad to be among them. ■



KEVIN P. KEEFE joined the *TRAINS* staff in 1987, became editor in 1992, and retired in 2016 as Kalmbach Publishing Co.'s vice president, editorial. His weekly blog "Mileposts" is at ClassicTrainsMag.com.

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COMING TO LIFE

Donald W. Furler was an early master of action photography in the Northeast

BY SCOTT LOTHES

Photos by Donald W. Furler,
collection of Center for Railroad
Photography & Art



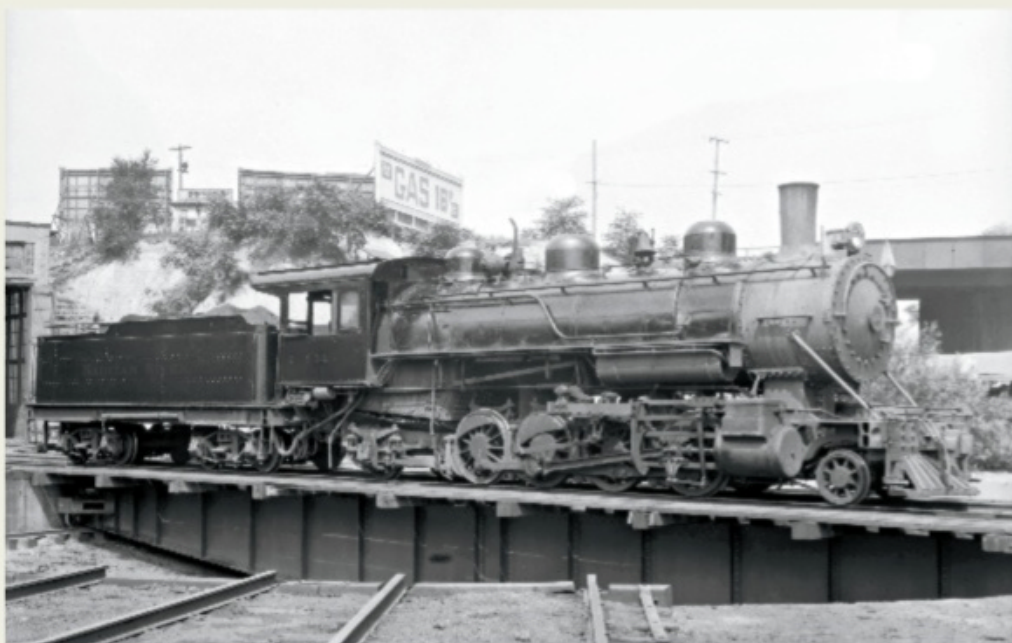
On a 1941 Labor Day Weekend trip, Furler made one of his all-time favorite photos. Chesapeake & Ohio 2-8-8-2 1573 storms up-grade at Alleghany, Va., with the 67 cars of the first section of westbound freight 95. A framed enlargement made by Gordon Roth hung above Furler's mantle for years.





Jersey Central trains 107 (left) and 161 make a side-by-side departure out of Jersey City on November 18, 1939. Furler made this and many other fine views in Jersey City while commuting with his postcard-format Compact Graflex.

New York, Ontario & Western 4-6-0 Camelback 246 steams eastward at Fair Oaks, N.Y., with 10-car train 36 on July 7, 1940. A relatively new highway overpass provided an elevated perspective, while the old road and wires of the pole line add to the strength of the composition.



Raritan River 2-8-2 No. 14 posed on the turntable in South Amboy, N.J., while Furler made this exposure on his 8x10 view camera on July 1, 1934. The lighting, slight three-quarters angle, and the side rods down are hallmarks of a good engine portrait; the tracks leading toward the turntable pit add interest.



In the early 20th century, railroads attracted a devoted following of amateur photographers. Cameras had become accessible to the general public, and rail enthusiasts took them trackside. Their primary objective was the engine portrait: meticulously composed three-quarter views of steam locomotives. The perfect specimen rendered every mechanical detail with exacting clarity.

By the 1930s, the engine portrait had reached maturity, and a few pioneering railroad photographers sought to create a new aesthetic. One who led the charge was a tall New Jersey man named Donald W. Furler.

Born in 1917 in a house next to the New York, Susquehanna & Western tracks in Hawthorne, Furler grew up with a fascination for railroads, especially steam locomotives. His family did not own a car and traveled extensively by train, and a tinsplate layout filled much of the Furlers' basement. Furler would qualify as an operator for the Erie Railroad and worked at many interlocking towers on its New York Division. Having received

a mechanical engineering degree from the Stevens Institute of Technology in 1938, he ultimately found a 30-year career at the Continental Can Co. in Paterson. Even that job brought railroad perks: the company shipped by rail, and he leveraged that connection to arrange several locomotive cab rides.

CAMERA QUEST

Furler began making photographs in his early teens. He started with various box cameras that used film in 116 and 616 formats, soon moving up to folding cameras in the 3¼x5½-inch postcard format. His first was a German model by Ernmann, which he used on a tripod for engine portraits. Furler was not satisfied with the results. He wanted crisp, highly detailed prints that were bigger than his negatives, and the enlargers of the day were not up to the task. In 1933, while still a teenager, he acquired a massive 8x10 view camera.

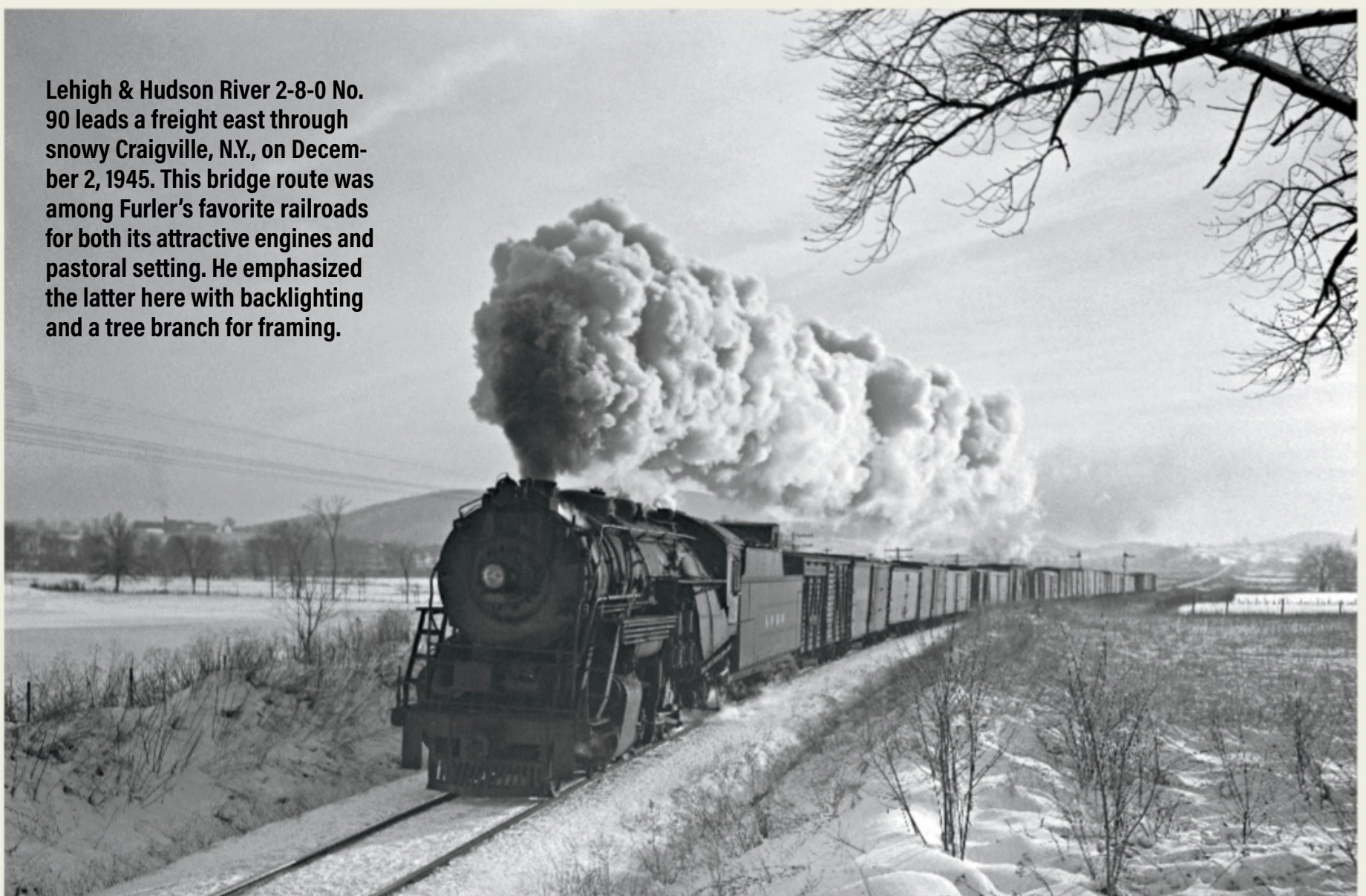
Manufactured by the Wollensack Optical Co. of Rochester, N.Y., the view camera was difficult to transport and use in the

Furler's captions for November 17, 1940, describe the Reading's practice of running three eastward trains over the Catawissa Branch on Sunday afternoons. This is one of them: 2-8-2 1751 leads 80 cars and a pair of 2-8-0 helpers, running high above Catawissa Creek near McCauley, Pa.





Lehigh & New England 2-10-0 404 leads a 70-car train east through the Lehigh Gap on March 31, 1946; 2-8-0 303 pushes on the rear. Furler made this shot with his 4x5 Speed Graphic, which he continued to use as a second camera after acquiring his trademark 5x7 in 1941.



Lehigh & Hudson River 2-8-0 No. 90 leads a freight east through snowy Craigville, N.Y., on December 2, 1945. This bridge route was among Furler's favorite railroads for both its attractive engines and pastoral setting. He emphasized the latter here with backlighting and a tree branch for framing.



How to break in a new camera: This is the first shot Furler made with his new 5x7 Speed Graphic. Lehigh Valley streamlined 4-6-2 2102 speeds east at South Bloomsbury, N.J., with the *John Wilkes* on March 30, 1941. It epitomizes every Furler preference for action photography.

field, but its negatives could yield the razor-sharp 8x10-inch prints Furler desired. Even so, he was not fully satisfied. Crisp recording of mechanical details was important, but locomotives were built to run, and Furler wished to portray that drama.

“My best delight,” he wrote in a letter to *TRAINS* magazine in the early 1940s, “[is] a trend from out-and-out engine pictures to action shots with the quiet monster taking life, so to speak.” Such a turn of phrase was unusual for the pragmatic Furler — and it hints at the strength of his convictions. “A good action shot,” he elaborated, “better represents the railroad atmosphere and can show sufficient mechanical detail of the engine to be interesting, and yet be dramatic enough to be effective.”

Neither the Wollensack view camera nor the Ernemann folding camera had shutters capable of stopping the action of a fast-moving train, leading Furler to try more cameras. His first model capable of action shots was a postcard-format Compact Graflex he acquired in the mid-1930s. It had a focal plane shutter and was small enough to take to school and work, leading to some remarkable views around Jersey City, N.J., that Furler made while commuting in the late 1930s.

By that time, the 4x5 Speed Graphic had emerged as the preeminent camera for action shots, favored by newspapers across the country and many railroad photographers. Furler got one in 1939 but found it wanting. He felt the size was too square to best show long trains in the three-quarter views he favored, and he still desired larger negatives from which he could produce sharper, more detailed prints.

In 1941, he found his Excalibur. In a letter to *TRAINS* Editor Al Kalmbach on March 27 of that year, Furler wrote, “I now have on order a new 5x7 Speed Graphic with the best-suited

lens for speed work, as recommended by the Folmer Graflex Corp., so I hope to have available in the near future some fine action shots.”

Did he ever! The 5x7 Speed Graphic was everything Furler desired. Its shutter could freeze speeding express trains at 1/700th of a second. Compared to 4x5 film, 5x7 negatives are nearly twice as large, with a wider aspect ratio more attuned to Furler’s compositional preferences. He favored Agfa Superpan Press film — fast for the era at 200 ASA so he could stop down the lens to maximize depth of field. The 5x7 would be Furler’s primary camera for nearly two decades, taking him through World War II, the boom years that immediately followed, and finally the end of steam — which he witnessed first in the northeastern U.S. and then in eastern Canada.

LOYALTY TO STEAM

Furler’s photography declined sharply in volume with the end of regular steam operations. He purchased a Leica about 1955 for shooting color slides and continued to enjoy fantrips, while shifting his focus to raising his family. He had married Marie Ellen Weida in 1942, and they raised two sons and two daughters. One son, Alan, developed an interest in trains and accompanied his father on many trips.

The Furlers’ house in Glen Rock, N.J., sat across the street from the Erie main line. Furler often photographed trains near his home, especially the crack *Erie Limited*, but during the war his hobby aroused suspicions. Alan explained that, one Fourth of July, the Furlers walked home from the local parade to find their house surrounded by police. Eventually they explained that they were not spies, but a few weeks later a stranger



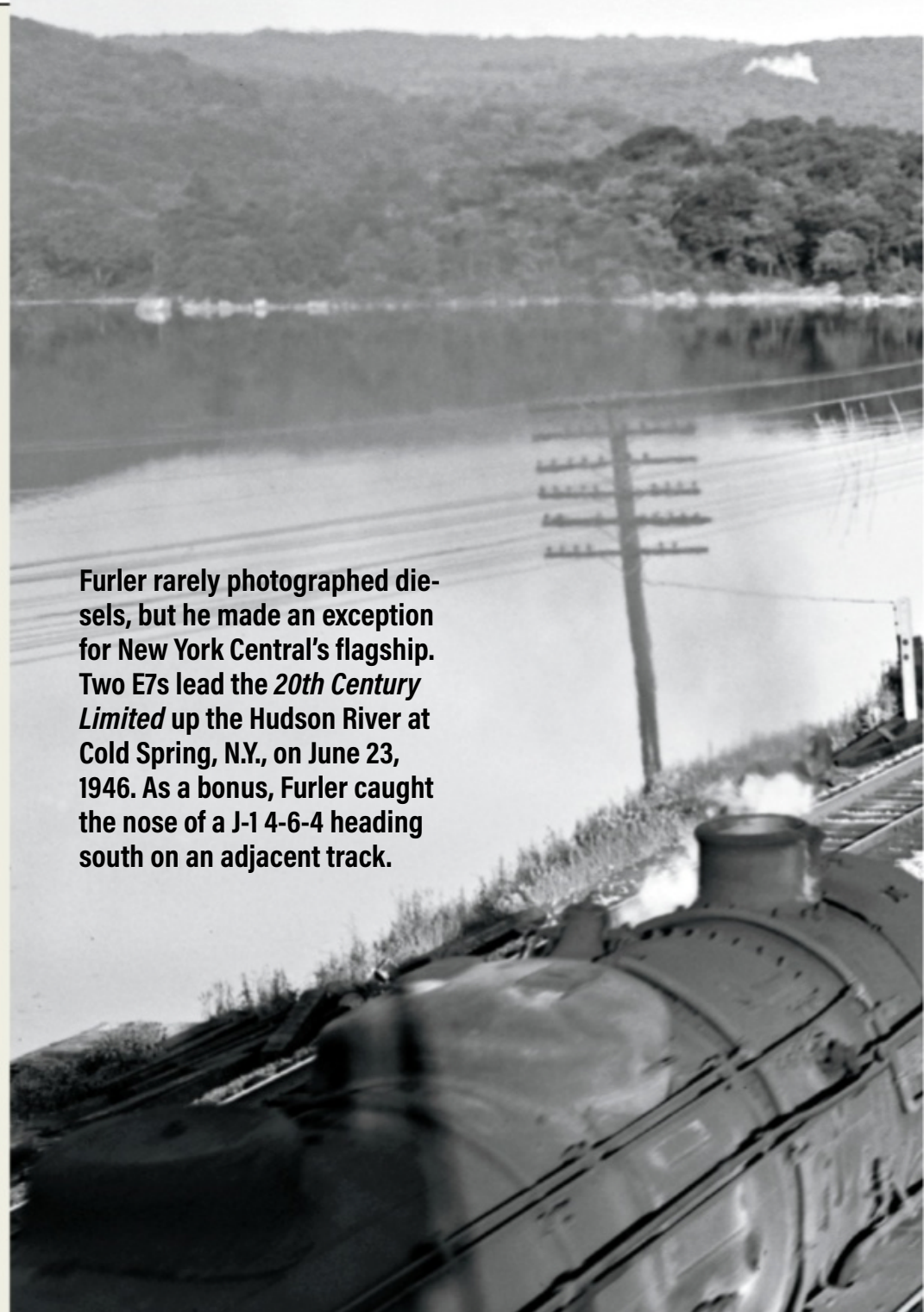
Pennsylvania Railroad 4-8-2 6749 leads a coal train east over a stone arch viaduct west of Lewistown, Pa., on July 20, 1941. This is 230 miles from Furler's home in New Jersey — an especially long drive prior to the Interstate Highway System. Furler got his first car in 1939 and put 40,000 miles on it in the first year!

showed up at the door. Dressed in a three-piece suit, to the anxious young photographer he looked like an FBI agent.

Furler answer the door with trepidation, but the stranger offered a warm handshake and introduced himself by saying, "I just came to find out who is taking so many pictures of me and my train." William John Smith was a regular engineer on the *Erie Limited*. He and his wife Roberta took the Furlers under their wings in a long-lasting friendship. Smith would even grab a discarded newspaper off a commuter train each morning and throw it in front of the Furlers' home as he flew past in the cab of the *Limited*.

There were benefits to Furler's photography, too. He loved big plumes of smoke in his photos, and Smith was happy to provide them. Whenever Furler ventured further afield on the Erie, Smith would put out the word to engine crews in the area.

Friendships played a major role in all aspects of Furler's photography. He befriended, shared ideas with, and drew inspiration from many other photographers. Walter Lucas served as an early mentor, while Gordon Roth was a Furler protégé who went onto a successful career as commercial photographer. Bob Collins was a longtime friend and traveling companion.



Furler rarely photographed diesels, but he made an exception for New York Central's flagship. Two E7s lead the *20th Century Limited* up the Hudson River at Cold Spring, N.Y., on June 23, 1946. As a bonus, Furler caught the nose of a J-1 4-6-4 heading south on an adjacent track.

These men and many others met regularly, thanks to Michael Koch who hosted gatherings at his home in the 1950s and '60s.

REDISCOVERING FURLER

Furler passed away in 1994 at age 77. While his photographs appeared frequently in *TRAINS* in the 1940s and '50s, he rarely sought publication after that. At the Center for Railroad Photography & Art's second annual conference in 2004, David Plowden and the late John Gruber made a joint presentation titled, "Memorable Photographers: Creative, Almost Forgotten." They included Donald W. Furler. His son Alan learned of the presentation, got in touch with us, and ultimately donated his father's photography to the Center in 2016. We have since digitized every image, along with its caption information.

Alan was initially concerned that we may not fully appreciate his father's more classical style of action photography. Much of our collection has emphasized photographers who came later, such as Jim Shaughnessy and Richard Steinheimer, who "broke the rules" of more traditional railroad imagery. They did not work in a vacuum, however, as Furler was one of the photographers they grew up admiring. In fact, Shaugh-



Engineer Bill Smith waves from the cab of Erie 4-6-2 2938 as he wheels the *Erie Limited* past Furler's home in Glen Rock, N.J., on June 1, 1943. Smith and Furler became friends after Smith came to the Furlers' home to find who'd been taking pictures of his train.



On a pristine winter Sunday in 1943, two Erie 2-8-2s lead a freight west through the curves at Waldwick, N.J., one of Furler's favorite spots. He couldn't resist the snow and sun of this afternoon — despite the fact that it was his first Valentine's Day as a married man.

Two B&O 2-8-8-0s shove a coal train up Cranberry Grade near Terra Alta, W.Va., on September 4, 1949. While Furler generally eschewed going-away angles, he loved helper operations and sometimes turned around to capture a view of the receding train.

The Western Maryland was one of Furler's favorites, and he visited it as often as he could. Here, 4-6-6-4 1204 rounds Helmstetter's Curve near Cumberland, Md. Many lensmen, including Furler, shot trains from the outside of the curve; this view from the inside is not as common.




nessy and Furler became good friends through Mike Koch's gatherings. As Alan reminds us, "Dad was one of the people who helped make those rules!"

For the Center, the Furler Collection represents a key moment in the evolution of railroad photography, when static portraits of locomotives gave way to dramatic and contextual action shots, showing the "quiet monsters" coming to life in the full glory of steam railroading.

For my part, working with Furler's images helped me finally make peace with the photographers who stopped shooting after the end of steam. As someone who grew up in the diesel era, I could never understand that — until I went through Don Furler's photographs. In them, I felt the thrill of every passing train, marveled at the uniqueness of each railroad's engines, and realized how it all had once been the countless-times-daily experience of railroading. It took seeing Furler's collection — one perfect action shot after another — for me to begin to comprehend what a profound sense of loss they must have felt.

Furler's photography powerfully recalls that era. His nega-

tives retain the clarity he so strongly desired, bringing the last years of steam in the Northeast into the high-definition viewing of the 21st century. He helped write the rules for action photography, and he also knew how to bend them. He was not afraid to shoot from the dark side or on cloudy days, or to incorporate elements of the scene for framing and context. Rare is the Furler picture that is not firmly rooted in time and place.

"You are just what the doctor ordered," *TRAINS* Editor Al Kalmbach wrote to Furler upon receiving his first letter and batch of prints in January 1941. Nearly 80 years later, those words still ring as true. The living monsters of Furler's photography may have gone quiet again and all but disappeared. Thanks to his efforts, though, their images remain, rendering the highest drama of the steam era in the clearest of detail. 

SCOTT LOTHES is president and executive director of the Center for Railroad Photography & Art. He thanks Alan G. Furler for providing so much of the material that made this article possible. For more on the Center, see "Classics Today," page 86.

Furler greatly admired the Delaware & Hudson's 4-6-6-4s. He made many trips to photograph them, especially in the 1950s as steam became scarce on other roads. In this undated view, No. 1525 blasts under the Erie's Starucca Viaduct at Lanesboro, Pa.



Bad day at **OLATHE,**



great day at **LAWRENCE**

DERAILMENT DETOURS BRING RARE MOVES
TO A SECONDARY SANTA FE MAIN LINE

BY I. E. QUASTLER • Photos by the author



Detouring train No. 4, the *Fast Mail*, meets a detouring freight at the Lawrence depot on March 15, 1966. The *Fast Mail*'s Alco PAs contrast with the freight's F7 A-B-B set. Note the trailer-on-flatcar load first out.



Author Quastler's first encounter with the detouring train 4 on March 15, 1966, at Lawrence finds the *Fast Mail*, heavy with mail and express traffic, coming into town at an overpass.

The interconnected nature of the rail network can often benefit railfans who long to see something different.

In late summer 1964 I moved to Lawrence, Kans., to attend the University of Kansas. As a railfan, I was eager to photograph the town's railroads. I soon found that Lawrence was served by two lines, Union Pacific's former Kansas Pacific route and Atchison, Topeka & Santa Fe's secondary main line west of Kansas City to Emporia via Topeka.

Beyond Topeka, the Santa Fe line turned southwestward away from the Kansas River toward Emporia, where it joined the road's double-track main line from Chicago to the West Coast. This route was about 25 miles south of Lawrence. Normally it handled all the heavy transcontinental freight trains as well as several important long-distance passenger and mail runs. In combination, these two lines formed alternate routes between Kansas City and Emporia.

Late on the morning of March 15,



Typical power on train 12, the *Chicagoan* from Dallas, through Lawrence included E units, such as this E6-E8MB-F7-E6 set on March 18, 1966, and were a favorite of Quastler's.

1966, I got a telephone call from my rail-fan friend and fellow University of Kansas student, Ross Davidson. He told me there had been an accident on the main line at or near Olathe, and that it was blocking both tracks. As a result, some trains, including No. 4, the *Fast Mail*, would be detouring through Lawrence. Luckily I had some free time to catch some unusual action on film.

My favorite train to photograph at Olathe was No. 4. Its normal power was Alco PAs with their beautiful Warbonnet paint scheme, which I did not normally see in Lawrence. It was scheduled through Ottawa at 1:35 p.m.

I calculated that the earliest that train 4 could come through Lawrence was around 2 p.m. I stationed myself at an elevated spot with a good view of the tracks just northwest of downtown, where I planned to get my first pictures as the train curved into town.

At about 2:45 p.m., train 4 came around the bend. To my delight it was powered by a matched A-B-B-A set of PAs led by No. 70. I took a few photos in quick order and then hurried to the Santa Fe station a few blocks away to try for more shots. When the *Fast Mail* was clear of the main line, it stopped, and one of the crew, perhaps a road foreman of engines, climbed down from the cab and went into the station.

Shortly thereafter, I could see a freight train approaching from the east. I immediately recognized it as a detoured main line freight, as it was powered by three F units, with F7 No. 225, in the lead. I had never seen F7s in Lawrence, and again I took several photos. The freight wasted no time in going through town on the main line without stopping.

Soon the mail train resumed its trek eastward. I took several more pictures, and then it too was gone. I had some responsibilities at school later that afternoon, so I had to return to campus.

In retrospect, it was a great day for me in Lawrence. Not only had I seen my favorite Santa Fe train in a new setting, but I had also witnessed a mainline freight detouring on its way west. This was the only time in my three years in Lawrence that, as far as I'm aware, such detours took place. As I look back to that sunny day in March 1966, I still get considerable joy from the scenes I captured on film. 📷

I. E. QUASTLER is a retired university professor who has written several books on railroad topics. This is his second CLASSIC TRAINS byline.

SANTA FE IN EASTERN KANSAS



Another Alco oddity for Lawrence was RSD15 "Alligator" No. 813 on April 6, 1966, a stark contrast to the bright Warbonnet PAs on the detouring *Fast Mail* spotted just a month earlier!

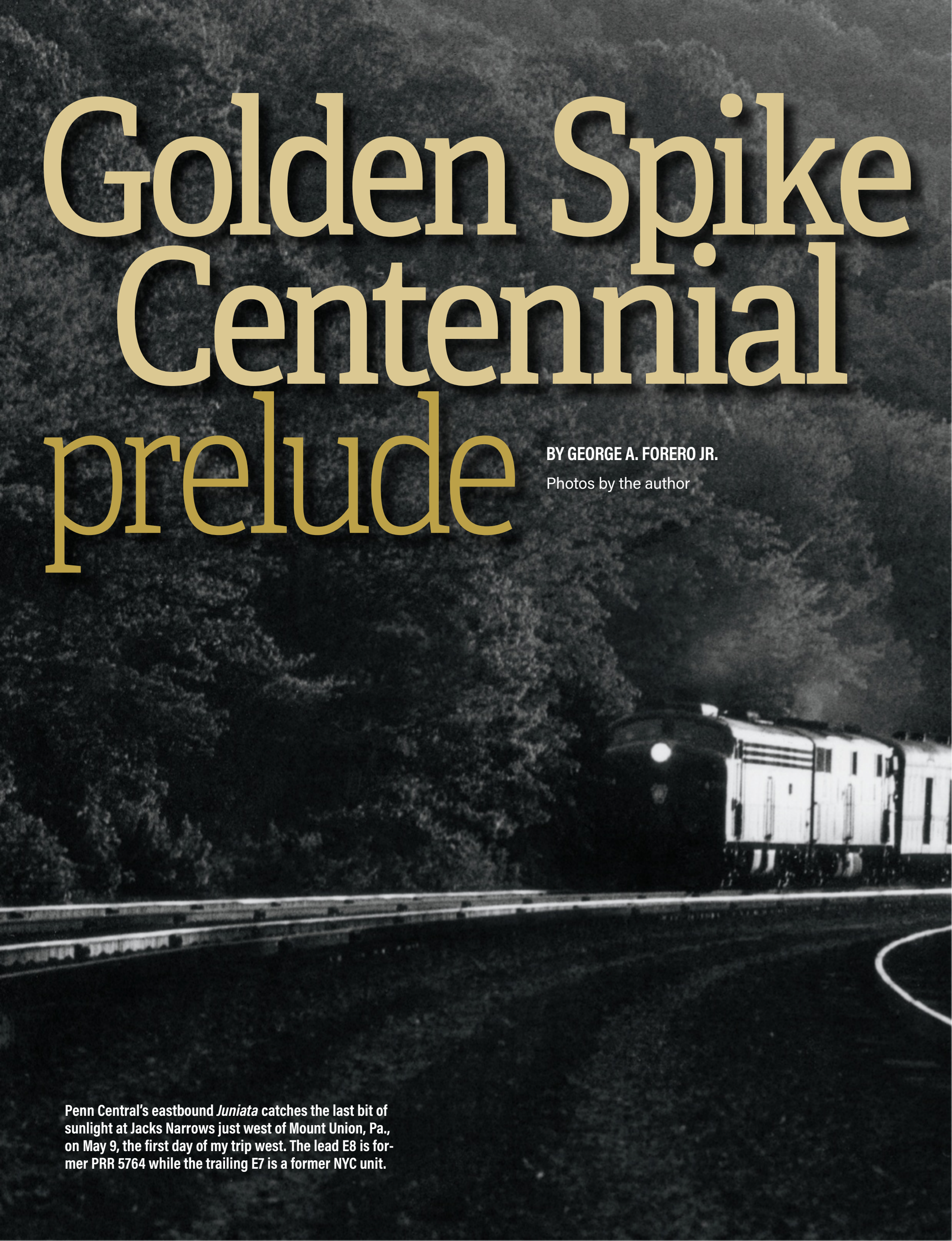


Two Fairbanks-Morse H16-44 diesels, a common sight in Lawrence in the mid-1960s, handle a local freight west under the shade of some trackside trees in November 1965.


Golden Spike Centennial prelude

BY GEORGE A. FORERO JR.

Photos by the author



Penn Central's eastbound *Juniata* catches the last bit of sunlight at Jacks Narrows just west of Mount Union, Pa., on May 9, the first day of my trip west. The lead E8 is former PRR 5764 while the trailing E7 is a former NYC unit.



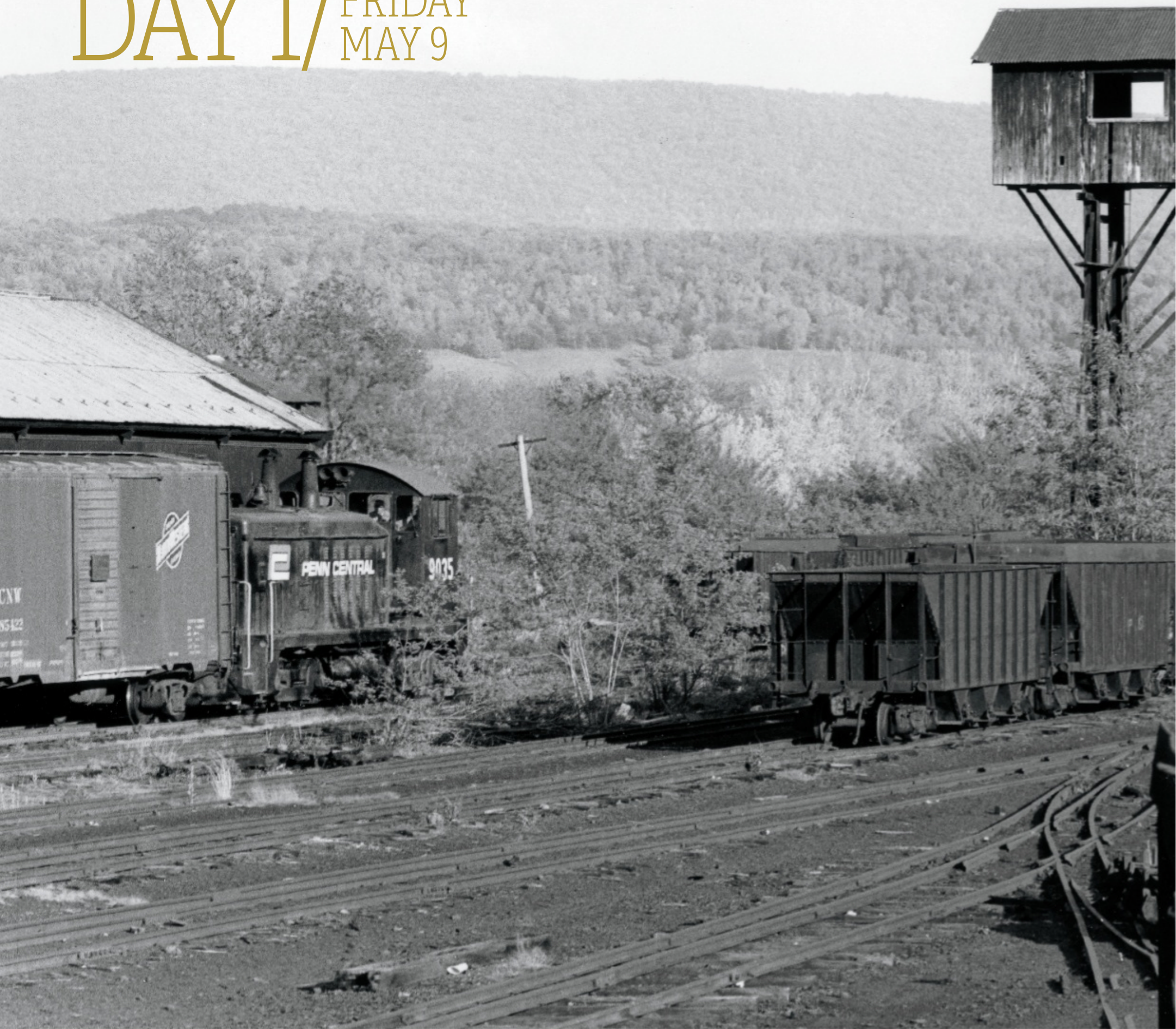
IN MAY 1969 STEAM
WAS THE GOAL, BUT
A MULTITUDE OF
FIRST-GENERATION
DIESELS WAS THE
REWARD

The signature event of the 1969 centennial of the Golden Spike, aside from the celebration at Promontory Summit, Utah, was the epic cross-country *Golden Spike Centennial Limited* that ran from New York to Utah. Organized by Ross Rowland's High Iron Co. and pulled by newly restored ex-Nickel Plate 2-8-4 Berkshire No. 759 as far west as Kansas City, the outbound trip departed Grand Central Terminal in New York City on May 3, with No. 759 replacing a Penn Central electric at Croton-Harmon.

I had about two weeks free after classes before starting my summer job on the Long Island Rail Road, so I made plans to catch the return trip. It would be a leisurely six-day trip to a rendezvous at Neoga, Ill., and it would afford me an opportunity to visit classmates and seek out some railroads and locomotives that would be new to me.

Fifty years later, the variety in locomotives I encountered (cab units on six railroads, a number of different Alcos and Baldwins, and more) has caused me to elevate my estimation of this portion of the trip. This for a trip that had its primary purpose simply to get in position to chase a steam locomotive!

DAY 1/FRIDAY MAY 9



West to adventure





A former PRR SW7 has a lone Chicago & North Western 40-foot boxcar in tow as it passes through the former dual-gauge yard of the East Broad Top in Mount Union, Pa. The transfer crane, which once swapped standard-gauge trucks for narrow, was a landmark.



Just west of Mount Union, an eastbound freight was led by PRR No. 2292, the first of several GP35s I would encounter. Second unit PC C636 No. 6342 was just one year old.

I have never seen the movie *Escape From New York*, but I always felt that was a relevant title every time I drove from my home on Long Island and had to find the least congested way across the metropolitan area. On this day I likely waited until after the morning rush and circumnavigated Manhattan by taking the Throgs Neck and George Washington bridges into New Jersey and then the New Jersey and Pennsylvania turnpikes. It was well into the afternoon before I made my first railroad-related stop, at Mount Union, Pa.

The tourist-hauling East Broad Top was not operating that early in the season, but there was activity in the EBT's Mount Union yard adjacent to the coal-washing plant and "timber transfer" gantry crane. A Penn Central SW7 was doing some switching, and I caught it pulling a boxcar past those famous EBT structures. The incongruity of a modern-day creation such as the Penn Central treading over dual-gauge tracks and switches was not lost on me. As 1969 was only 13 years removed from the 1956 end of EBT freight operations, the Mount Union yard was still intact, with rows of derelict narrow-gauge hopper cars just beginning to be surrounded by underbrush. I even managed a peek into the EBT's two-stall engine house and caught a glimpse of the two standard-gauge

0-6-0s slumbering away inside.

With the day rapidly fading, I headed over to the ex-Pennsylvania Railroad main line. Penn Central was only a bit more than 15 months old at the time, and many locomotives still retained their pre-merger livery. First up was an eastbound freight behind a GP35, Alco C636, and GP30. I saw several trains on this trip headed by GP35s, which, in retrospect, was indicative of their status as a newer, high-horsepower model. But the real surprise when looking back 50 years was to find that C636 No. 6342 is a survivor, operating today on the Delaware-Lackawanna Railroad in northeastern Pennsylvania. I then photographed the eastbound *Juniata*, its two E units catching the last rays of sunlight as they curved through Jacks Narrows, just west of town. An eastbound freight led by an SD45 followed shortly, but the sun had by that time disappeared in the steep valley. A westbound freight led by another GP35 and a GE U25B closed out the day.

I then continued my westward trek and, since I had the family's Mercury Comet station wagon and a sleeping bag, started to think about a place to stop for the night. I recalled that the tourist line Penn View Mountain Railroad had a remote parking area at its depot near Blairsville, so I utilized the deserted lot to tie up for what became a rainy night.

DAY 2/ SATURDAY MAY 10



Units 1210 and coupled B unit 3708 were the only Baldwin RF16 "Sharks" that appeared to have been in recent service upon my stop by the Monongahela Railway shops at Brownsville, Pa.



The nominally electric Arden Trolley Museum at Washington, Pa., fired up 0-6-0T No. 12 to commemorate the Golden Spike Centennial. It was built in 1930 for American Bridge Co. for its plant at Ambridge, Pa.



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I spent the Golden Spike Centennial day in the Pittsburgh area. I was planning a visit with a fellow student from Villanova, Larry Lovejoy, but he had already started a summer job and had to work that day. He suggested that I visit the Arden Trolley Museum in Washington, Pa., where he was active as a volunteer. We could get together later that day. I took his advice, but first I wanted to check out the Monongahela Railway at Brownsville, where its ex-NYC Baldwin RF16 “Sharknoses” were running out their last days. I was rewarded by a yard full of Sharks, none of them running, unfortunately, but I had unimpeded access which even included a look inside the cab of one of them. There were at least six A units and one B present, but the only two that appeared to be in service was an A-B set of the 1210 and 3708. This was truly the 11th hour, as most were sold for scrap within a few months. Of course, Nos. 1205 and 1216 went on to the Delaware & Hudson and survive in Upper Michigan.

It was a 45-minute drive from Brownsville to the Arden Trolley Museum (now the Pennsylvania Trolley Museum). There a surprise awaited me — they were firing up 0-6-0T No. 12, a 1930 Baldwin. For the second time in as many days I got to see a standard-gauge engine operate on dual-gauge trackage. That’s because Pittsburgh, and most Pennsylvania streetcar lines, used a 5-foot 2½-inch gauge, so the museum constructed a short stretch of three-rail track on which to operate standard-gauge equipment.

I got caught up in my visit and hit it off with the museum members so well that I lost track of time, joined them for dinner at a local restaurant, and was sitting in one of the trolleys inside the car-barn that evening, swapping stories, when the door opened and Larry appeared, wondering where I had been. It had become the proverbial “dark and stormy night,” so Larry suggested we just camp out in one of the museum’s cabooses rather than make the drive back to his house in Pittsburgh.

The Monongahela yard at Brownsville was so quiet that I was able to climb into the cab of Baldwin Shark No. 1210 to get a photo of the control stand.



An outbound PCC has just crossed the Smithfield Street Bridge and is passing the Pittsburgh & Lake Erie station, as seen from a viewpoint at the top of the Monongahela Incline.

DAY 3/ SUNDAY MAY 11

Larry's focus was on transit, so the plan for this day was to concentrate on Pittsburgh's street railway system, but some "real" railroading still crept in. Pittsburgh had an extensive trolley service conducted with a large fleet of PCCs over a system that included a long tunnel under a ridge that led directly to the Smithfield Bridge into downtown, lots of street-running, and even some private-right-of-way remnants of what had been true interurban lines. Larry knew the trolley routes like the back of his hand, and we had an enjoyable day photographing in a variety of locations. Inevitably we encountered some standard railroad action. While we were standing at the top of one of the city's two remaining incline railways, a Baltimore & Ohio freight passed by the Pittsburgh & Lake Erie station below us behind an F7 and two GP40s. Later, we were along the streetcar line on Carson Street near the Smithfield Bridge when a westbound PC freight came by behind a C425 and GP40.

DAY 4/ MONDAY MAY 12



Three PCCs and a bus are visible on Amanda Avenue in the Knoxville section of Pittsburgh. That's a Route 44 Knoxville streetcar stopped at the safety island, ready to return downtown.

We hit the busy South Hills Junction on the south side of the tunnel, and later the end of the Route 44 Knoxville line, where three PCCs and one bus captured in a single photograph clearly illustrated the intensive nature of the Pittsburgh transit system.

I then took leave of Larry and headed northeast toward the Bessemer & Lake Erie's main yard at North Bessemer. I got lucky when I caught a Union Railroad freight at Universal behind a trio of re-engined Baldwin DRS-66-1500s. I was able to photograph them pulling hard and meeting a waiting Union Railroad NW2 before they headed into the North Bessemer tunnel.

The B&LE had a surprisingly accessible engine terminal, where I found not only SD7s, SD9s, and SD18s, but also a couple of F7s and, much to my delight, three of the six former Duluth, Missabe & Iron Range Alco RSD15s. My next goal was Greenville, Pa., where I had heard that the B&LE was using some Baldwin road-switchers in the yard. On the way I caught a southbound B&LE freight cross-



A Penn Central eastbound behind PRR C425 No. 2445 and PC GP40 No. 3107 lurks in the shadows on former Pennsy trackage along the south side of the Monongahela River above Carson Street. The scene gives a sense of the vertical separation prevalent in Pittsburgh's urban areas.



Mixed Bessemer & Lake Erie Alco and EMD power rests at North Bessemer, left, and a Union Railroad northbound charges through the town of Universal behind a trio of EMD-rebuilt Baldwin DRS-66-1500s. The crew of an NW2-powered local looks on.

ing the Allegheny River behind an SD18 and two SD9s at River Valley.

The visit to Greenville in search of Baldwins did not disappoint. I found DRS-66-1500 No. 404 first, switching in the yard, while AS616 No. 408 was easily photographed alongside the shop buildings. It was at this time that I could see through the windows of the roundhouse silhouettes of several steam locomotives! I made a mental note to come back one day and see if I could gain access inside (I did; see "Relics in the Roundhouse" in Fall 2004 CLASSIC TRAINS).





Several Erie Lackawanna Alcos pose in Meadville: Left to right, an RS3, PA No. 859, and C424 No. 2413. I waited, hoping to see the PA/F3 consist move out to tie onto a freight, but to no avail.

A consolation prize: This hotshot TOFC train led by a trio of E8s roars by a waiting PA-led east-bound freight at Leavittsburg, Ohio. In one frame I captured six cab units that included two builders' freight and passenger models, resulting in one of my favorite shots from the trip.



DAY 5/TUESDAY MAY 13

The old Erie division point of Meadville, Pa., was my first stop in the morning in the hopes of finding Erie Lackawanna Alco PA1s that were reported to be in freight service on the west end of the railroad. I rejoiced at finding PA1 No. 859 at the engine terminal, coupled to an A-B set of F3s. So, I waited to see if the units would be leaving on a train. And then I waited some more. Finally, an employee told me they would be going west “in a while.” That was enough for me to head out along the line back toward Greenville, but

after waiting at a few spots until midday, the PA never showed up. Continuing west I did catch an eastbound EL freight behind a GP35 and an SD45 just south of Shenango. As the day progressed, so did I, finally hitting the jackpot when I reached Leavittsburg, Ohio. There, waiting at the junction with the line coming down from Cleveland was an eastbound headed by PA1 No. 857 along with an F7B and what I took at first glance to be another PA. However, a closer look proved the trailing unit was actually FA1 No. 7254. They were obviously waiting for another train, and some time later a

headlight appeared in the east — was this the long-awaited PA1 No. 859? No, it was a hotshot piggyback train led by a trio of E8s, resulting in one of my favorite photographs of the trip. In one photo I captured six cab units that included two builders’ freight and passenger models. Almost anticlimactically, another westbound appeared a bit later behind a C425, F3B, C424, and F7.

After that, I called it a day and headed west across Ohio and into Indiana.



DAY 6/ WEDNESDAY MAY 14



What better place to catch the Monon than in Monon, Ind.? A pair of Alco RS2s brings a southbound freight into town off the Chicago line and around the tight connecting track behind the depot to access the line toward Louisville, Ky.

PC GP35 No. 2381, a former NYC unit, pulls a westbound freight across the C&E diamonds at Momence, Ill. The train is on the "Streator Connection," a former NYC line that ran from South Bend, Ind., to a junction with the Santa Fe at Streator, Ill., as a means of bypassing Chicago rail congestion.



Former PRR GP7 No. 5890 works at Reynolds, Ind., on an eastbound local. This was a PRR line that ran west from Logansport to the Illinois state line at Effner to connect with the Toledo, Peoria & Western.

A C&EI southbound freight with FP7 No. 933 leading a six-unit consist that included an F3B, three Geeps, and another FP7 hits the Momence, Ill., crossing. This is the only C&EI freight that I ever photographed.



I can't remember where I pulled off the road for the night and climbed into my sleeping bag in the back of the station wagon, but morning found me along the former PRR line that ran from Logansport, Ind., to a connection with the Toledo, Peoria & Western at Effner, Ind. (Later the TP&W took over this line all the way into Logansport.) At Reynolds I found a PC local powered by a GP7 doing some switching. Reynolds was where the PC line crossed the Monon's to Louisville, and the Monon was my real target that day. Finding no Monon action there, I followed the Monon's line to the north to the road's namesake town, where the road's Chicago-Indianapolis line crossed its Michigan City-Louisville line. I found some activity there that started out interesting but ended, literally, with a bang.

A pair of RS2s came off the line from Chicago and headed onto the Louisville line, using the tight connecting track that curved around the depot on the southwest side of the quadrant. At the south end of the yard they cut off from their train and started in on one of the yard tracks to pick up a dead Alco C420. I'm not sure what happened, but I thought the coupling was a bit hard as it coincided with a loud "BANG." The hood doors of one of the RS2s flew open and that locomotive promptly shut down.

A "committee" quickly formed to either come up with a solution or a good story, but a distant horn sent me away to investigate. I found a Monon NW2 with a local freight had also arrived in town and was doing some switching on the Indianapolis line across the diamond. After a short while it joined the party at the south end of the yard. Now there was a lineup of RS2-RS2-C420-NW2, and the "committee" had grown larger. After a while, with no progress evident, I gave up and left the scene. My next goal was Mo-

mence, a few miles inside Illinois.

Momence was the location of the crossing of a former New York Central line that ran from South Bend, Ind., to Streator, Ill., and the Chicago & Eastern Illinois main line. The C&EI by then was controlled by the Missouri Pacific, and the line to Evansville was sold to the Louisville & Nashville the following month. I wanted to experience the C&EI before it became enveloped completely in the MoPac, and the fact that there was still a passenger train between Chicago and Danville made Momence my last target of the trip west.

But the first train I saw at Momence was a PC local that hit the diamond behind yet another GP35. Soon afterward a C&EI southbound freight paraded across the diamond and passed the tower behind a mix of six F units and GPs. Finally, in a fitting conclusion to the day, the *Danville-Chicago Flyer* came roaring in to its station stop at Momence behind C&EI E7 No. 28. Danville, Ill., is on the line that went to the L&N less than a month later, so I had just seen my first, and last, C&EI passenger train.

The next morning, I wanted to be in Neoga, Ill., for the *Golden Spike Centennial Limited*, but plans called to spend the night in a dorm room at Notre Dame in South Bend. There I was meeting with former high school classmate Pete Stonitsch, who would chase the special with me the next day when it would be running from St. Louis to Lima, Ohio, over the Norfolk & Western.

But that is another story. ■

GEORGE A. FORERO JR. is retired from a 40-year railroad career with Long Island, Soo Line, Burlington Northern, and Amtrak. This is his second article in *CLASSIC TRAINS*. His encounter with the Golden Spike Centennial Limited appears in "The Way It Was," page 78.



Chicago & Eastern Illinois train No. 3, the southbound intrastate *Danville-Chicago Flyer*, makes its 6:40 p.m. station stop at Momence. It still has 73 miles to go in its run to Danville.

An office car finale

HOW THE C&O/B&O ENDED A CENTURY-OLD TRADITION OF RAILROAD BUSINESS CARS

BY JOE WELSH

In the late 19th and early 20th centuries, much American railroad business was conducted aboard private railroad cars. Like many other railroads, the allied Chesapeake & Ohio and Baltimore & Ohio maintained fleets of these cars. Aboard them traveled the railroads' officers on missions of small or great importance, privileged customers, foreign dignitaries, and American statesmen — even some of presidential rank.

Despite the popular perception that such cars were playthings of the rich and famous, few private cars were really privately owned. Although the Association of American Railroads used the term private car for both personal and corporate-owned cars, in 1930, the high-water mark of the private car, Pullman estimated that of the approximately 1,500 cars of this type in service fewer than 50 were owned by individuals. The vast majority were railroad-owned.

Although the railroads took pains to stress to stockholders that their cars of this type were necessary tools, often referring to them as “office” or “business” cars, there was comparatively little office equipment on board. Desks, typewriters, and filing cabinets were in noticeably short supply; liquor cabinets, good china, and professional chefs were not.

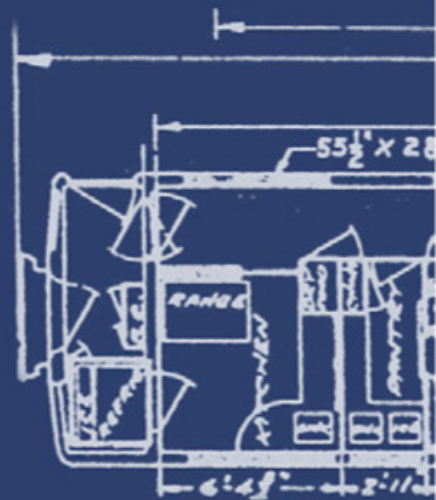
The railroad office car had three roles:

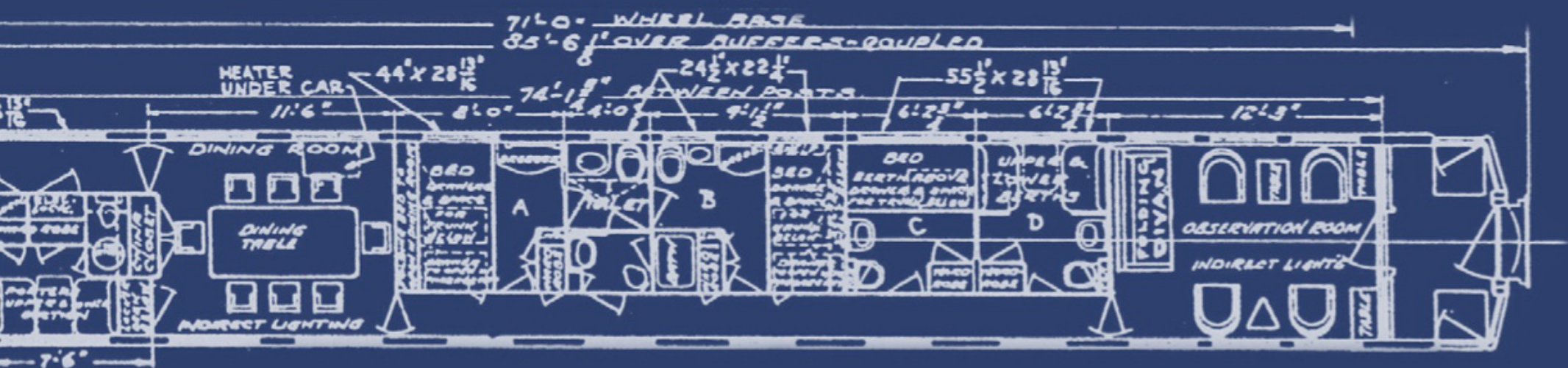
First, it was a home on the road. In the decades before improved highways, air travel, and chain hotels, traveling was an ordeal. On a railroad, reaching distant locations might be difficult, staying on site impossible. Holding working sessions out on the line required a place where officials could meet. Inspecting the property also required a vehicle that could go anywhere the rails did. The office car did the job.

Second, it was used for corporate entertainment. Many a thirsty legislator was entertained on an office car, as were countless shippers. The favors exchanged, or contracts inked, as a result of an office-car trip frequently outweighed the cost of maintaining the car.

Finally, it was a status symbol. Being able to provide a sparkling private car on request to visiting dignitaries distinguished the railroad as a successful American business. There was also the matter of perks for railroad officers. At one time, anybody who was somebody on the railroad had access to a private car. Few other mid-level management jobs in America came with a chef, wood-paneled conference room, stateroom, and brass-railed observation platform that could travel across the country. In today's terms it would be the equivalent of bank branch managers having access to a private jet.

The Great Depression had made the privately owned railroad car almost a thing of the past overnight. That left the railroads, and they too proved reluctant to continue to invest in the concept. Only a handful of office cars were produced after 1930. By 1940 the private car fleet had dwindled to 572 cars. Although the numbers stabilized after World War II, just 14 business cars were built new between





B&O car No. 100 departs Parkersburg, W.Va., in February 1967 on the westbound *National Limited*. Ahead of the office car is observation *Maumee River*. Bob Withers



C&O car No. 21, built in 1925 for the Nickel Plate Road, rests at Huntington, W.Va., in June 1968 with an unidentified car. Groomed office-car grounds were an extravagance. Bob Withers



Chesapeake & Ohio car RI-3, formerly office car No. 7 (closest to camera), and Baltimore & Ohio car No. 902 stand at Cincinnati Union Terminal in April 1971. Both cars wear C&O colors, a symbol of the roads' corporate alliance in the previous decade. David P. Oroszi

1949 and 1955. Railroads chose to rebuild older cars instead.

By the 1960s railroads were questioning the usefulness of the remaining office-car fleet. Such cars were too slow for the senior executive, too expensive to waste on just any officer, and redundant as offices or hotel rooms in all but the most remote locations. A tradition almost as old as railroading itself was slowly being extinguished.

OFFICE CARS ON THE C&O/B&O

The affiliated Chesapeake & Ohio and Baltimore & Ohio railroads were not immune to this change. Established in 1827, the proud B&O had already rostered its first two office cars by 1854. Through the years its lavish official cars, such as President John W. Garratt's opulent *Maryland*, had hosted several American presidents and countless other dignitaries. But over time the B&O, which had struggled for solvency for much of its life, focused more

closely on cost control — especially during the administration of Jervis Langdon Jr. (1961–64). His focus on trimming the fat was designed to make the merger of the C&O and the B&O attractive to government regulators. During his tenure the B&O sold three office cars.

By contrast, C&O, which gained control of B&O in 1963, was a rich, patrician coal hauler. C&O officers were used to the best of everything, including annual physicals complete with three or four days at the railroad's lavish Greenbrier Hotel in White Sulphur Springs, W.Va., and regular lunches in Cleveland's Terminal Tower.

Despite his affinity for the airplane, C&O President Walter J. Tuohy liked to entertain, and he understood the value of the office car for doing so. The regular coal shippers' "rodeo" at the Greenbrier saw a gathering of office cars. Use of the cars for personal trips by railroad officers was tolerated, too.

In 1966 the two railroads rostered a

total of 15 cars. C&O had seven heavy-weight cars and one lightweight, while B&O maintained seven heavyweights. There were still a few passable excuses for why the cars were needed. For example, the railroad retained multiple headquarters. The Executive HQ was in Cleveland. Baltimore hosted Transportation, Merchandise Traffic, and the former B&O Coal Traffic Department. The Engineering and Mechanical departments as well as the former C&O Coal Traffic Department were in Huntington, W.Va. Regional offices still existed at Detroit; Richmond, Va.; Cincinnati; and Pittsburgh. Officers who had cars assigned and had been shifted away from their roots might use the cars to inspect new turf or to travel "back home."

But 1966 would prove to be a turning point for the office-car fleet. In May of that year Walter Tuohy died suddenly. His replacement as C&O/B&O president, Gregory DeVine, had less interest in the fleet than Tuohy. Below him was Hays Watkins, vice president of finance. Watkins was a self-described "numbers man" who not only saw the office-car fleet as an unnecessary expense but as a perk reserved almost exclusively for the operating department. His opinion was borne out by the numbers. Of the 15 cars on the roster, 13 were assigned to the operating folks. Watkins also lacked Tuohy's confidence in the cars' real entertainment value and benevolent attitude about perks for officers.

LIFE ON BOARD

C&O/B&O office-car practices reflected the parent company's traditional ap-

proach. Locations on the line such as Huntington and White Sulfur Springs had carefully landscaped parking areas for the cars. Life aboard had changed little since the turn of the century. Rich wood paneling lent a classic look to the cars. Their interiors often reflected the decorating tastes of the officer to whom they were assigned.

The cars either had an assigned chef or one available from a pool. Depending on the circumstances, a waiter/attendant, and a secretary (always male) might be aboard as well. The secretary, often a member of the officer's staff, handled most administrative matters regarding movement of the car and accompanied the officer to handle paperwork. The actual movement of the cars was the responsibility of the passenger office.

Stocking the cars was done either from a dining-car department commissary or from local markets. Baltimore's famous Lexington Market was a favorite haunt of office-car chefs in search of seafood such as fresh crab meat or choice cuts of meat.

Despite the perception of office-car life bordering on baronial splendor, meals on board were surprisingly mainstream, reflecting the tastes of their conservative male occupants. Often, local railroaders, businessmen, or politicians would be invited on board the car for dinner while it was spotted awaiting inclusion in a scheduled passenger train. Good steak and southern fried chicken were staples, while delicacies such as Maryland crab cakes would sneak onto the menu, too. After dinner there was time for a cigar and conversation while the car rolled down the line, sometimes illuminated for viewing by the car's track lights. It was a way of life few would voluntarily forgo.

But serious business was also conducted on board. Many a mid-level officer was subjected to a withering cross examination while he rode with the "boss" in the car's observation area inspecting the line. On more than one occasion a train was stopped and an officer was put off the car to take care of a problem on the spot.

ECONOMICS OF OFFICE CARS

The railroad's industrial engineering department conducted a study of the office-car situation in 1966. The company spent \$65,000 per year per car to operate the fleet — nearly \$1 million in all. The need for the cars as field lodging and

transportation had nearly vanished in the age of jet airplanes, automobiles, and motels. By virtue of their design and their lack of self-propulsion, the office cars were not ideal for observing the railroad. In 1954 the New York Central bought a Chrysler automobile to operate on rails as an executive inspection car; the New Haven used a Cadillac.

The traffic department used its office car for the entertainment of prospective customers — a worthwhile function. But as a status symbol, the question had to be asked, was the individual officer worth a \$65,000 annual status symbol at a time when a yearly salary rarely exceeded that? The conclusion was that the railroad could live with as few as three office cars and as many as eight — about half the fleet size the railroad was maintaining.

As part of the study, field reviews revealed the subculture of the office car on the C&O/B&O. First there was the matter of personal trips. One car made 109 moves in just one year. Although the individual to whom it was assigned had systemwide operating responsibilities, the car was rarely used to inspect the railroad and never ventured west of Akron, Ohio, or Huntington. In fact, it spent most of its time shuttling between Baltimore and the Virginia Peninsula, where the officer had a home, or to the Greenbrier Hotel.

Then there was the question of just who was riding the cars. On one occasion, staff inspected an office car scheduled to depart Charlottesville, Va., "officially occupied" by a high-ranking officer. As the story goes, the inspector encountered the car's attendant walking a dog near the car. The inspector inquired as to who was aboard that night. After an embarrassing moment of silence, the attendant spilled the beans. Making the trip alone that evening in the splendor of a wood-paneled private car with a personal staff was the officer's dog!

Finally, there was the almost comical issue of "protocol." Simplified, when more than one business car was on a train, the car assigned to the highest-ranking officer would be on the rear. When speaking of a pending office-car trip, a B&O general manager once exclaimed, "If I can't ride on the rear I won't go [by rail]. I'll fly." In most cases it was possible to deal with the issue easily. But on movements where a number of office cars were on the same train it became a nightmare — for



Hays Watkins

COMBINED 1966 OFFICE-CAR ROSTER

Chesapeake & Ohio:

2	Pullman Car & Manufacturing	1925
3	American Car & Foundry	1922
7	Pullman Car & Manufacturing	1926 ¹
15	Pullman Car & Manufacturing	1927
21	Pullman Car & Manufacturing	1925
23	Pullman Car & Manufacturing	1927
25	American Car & Foundry	1931
Chessie 29	Pullman-Standard	1950 ²

Baltimore & Ohio:

97	Pullman	1923
100	Pullman Car & Manufacturing	1929
900	Pullman Car & Manufacturing	1930 ³
901	Pullman	1913
902	Pullman Car & Manufacturing	1929
905	Pullman Car & Manufacturing	1925 ⁴
908	builder unknown	unknown ⁵

1 Later renumbered RI-3

2 Built as a 5 double bedroom observation lounge; converted to office car in 1951

3 Built as sleeper *Palm Key* in 1930; converted to office car in 1953

4 Built as sleeper *East Newark* in 1925; converted to office car in 1945

5 Acquired from Alton Railroad in 1945

Source: Bill Howes

as a train moved from region to region, the rank of the officers on board might change en route. This overriding concern about who rode on the rear and in what order cars were arranged sometimes sparked multiple, and expensive switching moves on a single trip — simply to serve the delicate egos of management.

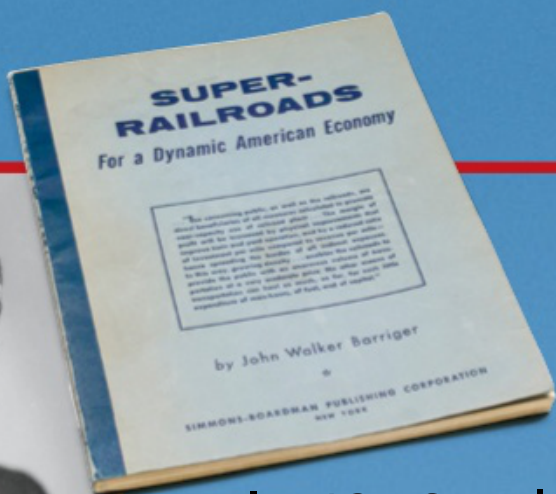
All this waste stood out in a business where the bottom line was getting tougher to meet every day. Despite the railroad's old-line traditions and classic fleet, it was obvious that the party was over. By the beginning of 1967, three of the remaining B&O cars were sold. In 1971 the arrival of Amtrak meant that the C&O/B&O lost most of the trains to which it could attach its office cars. Now moving a car often meant handling it in a freight train or as a special move — a much more expensive proposition. With this change and the ascension of Hays Watkins to CEO in 1971, the use of the traditional office car as an everyday tool of the railroad, soon rebranded as the Chessie System, was drastically reduced. ■

JOE WELSH is the author of 14 books, including *Baltimore and Ohio's Capitol Limited* and *National Limited* (Voyageur Press, 2007). This is his 13th byline in a CLASSIC TRAINS publication.

JOHN W. BARRIGER'S

SUPER RAILR





In 1956, a leading rail thinker produced a small book with some big ideas for the industry

LOADS

BY H. ROGER GRANT

Under Barriger, the Monon became one of the first Class I railroads to dieselize. F3 84A brings the *Thoroughbred* by Fairbanks-Morse H15-44s Nos. 45 and 46 on a local freight at Salem, Ind., in 1960. Tom Smart, J. David Ingles coll.





Five of the Monon's nine Alco RS2s stand under the disused coal dock at Kentucky & Indiana Terminal's Youngtown Yard, Louisville, in March 1963. In addition to its inherent advantages over steam, the diesel required far less support facilities. Tom Smart, J. David Ingles collection

Readers of the December 1956 issue of *TRAINS* magazine might have been amazed, certainly intrigued, when they read the effusive, five-page review by Editor David P. Morgan of the recently released book by New York City railroad publisher Simmons-Boardman, *Super-Railroads for a Dynamic American Economy*. This modest paperback of 91 pages featured an 8x10-inch double-column format, an unimaginative cover, and no illustrations. Its author, John Walker Barriger III (1899–1976), though, may have been recognized. Previously in his career, “JWB” had gained industry prominence in the 1930s as chief examiner for the Railroad Division of the Reconstruction Finance Corp. and after World War II as president of the woebegone Chicago, Indianapolis & Louisville Railway (the Monon), a company that improved dramatically under his leadership.

By 1952 when Barriger left to temporarily join the New Haven as vice-president, the 500-mile “New Monon” sported an improved physical plant, snappy passenger trains, dependable diesel-powered freight service, a positive public image, and modest profitability. He was beginning to establish himself as the “Doctor of Sick Railroads,” ministering to marginal carriers that much later included the Missouri-Kansas-Texas and Boston &

Maine. Unhappy with his executive role at the New Haven, Barriger took what for him was a more satisfying position as a vice-president at the 7,500-mile Rock Island, assisting President John Dow Farington as his traffic and public-relations specialist. It was during his three-year tenure at the Rock Island that Barriger wrote *Super-Railroads*.

What were Editor Morgan’s thoughts about what would be Barriger’s only book publication? “Of course, *Super-Railroads* is selling out. It is *the* book on the subject, a railroad library in one volume. It is theory, definition, practice, prescription, and prophecy.” Morgan went so far as to call the Barriger work “a bible for railroad-ing.” His glowing commentary ended with this observation: “John Walker Barriger, then, has climbed the mountain and returned with the commandments, some of which we knew, all of which were never before so briefly yet fully and effectively placed in print. The prophet has done his job.”

The review in *TRAINS* was only one of multiple favorable responses to *Super-Railroads*. Probably the most important review from an industry perspective appeared in the June 4, 1956, issue of *Railway Age*. This leading forum for railroad news and opinion said, “Probably no other book, since L. F. Loree’s ‘Railroad Freight Transportation’ appeared in 1922, has come along with so much pro-

fessionally important information for all railroad men who have a serious interest in their work.” The commentary ended with this observation: “All in all, John Barriger has provided a convenient body of information and inspiration, which, if widely read in the railroad industry, could easily banish all inclinations to defeatism and set the sights for the industry’s progress upward and onward.”

Evils of over-regulation

David P. Morgan and *Railway Age* found an opinion- and information-packed four-chapter book. John Barriger recognized that the American railroads — large and small — faced growing challenges. A core concern involved over-regulation, especially by the powerful Interstate Commerce Commission, and the possibilities of public ownership. The latter had already occurred widely outside the United States.

Since before his days as an engineering student at MIT and his first industry job, Barriger had developed a conservative, pro-business world view. He wanted railroads to have a greater free hand in running their operations. With increasing modal competition — commercial airlines, motor carriers, and barge lines — the ICC needed to establish a level playing field for *all* competitors. These threatening modes benefited from generous support from Washington and other

governmental units. Especially troubling were the millions of dollars being poured into toll roads and the St. Lawrence Seaway. A railroad renaissance in Barriger's mind was past overdue. "It is a paradox that there should be super-highways and super-markets and super-everything else that is a part of modern America's burgeoning economic life, while there are no super-railroads." He added, "And yet, economical railroad transportation is the foundation on which 'super-everything' in present day American economic life is based."

Having a well-organized mind and disciplined personal lifestyle, John Barriger methodically explained the problems facing the industry and showed how they could be resolved. He expressed concern for the ongoing erosion of rail traffic. With declining operating revenues, companies could not maintain and improve their properties. The result: impaired efficiency and customer service.

Barriger tackled the disparity between high-density routes and those that carried modest traffic. He glorified the 22,500 miles of the nation's network of 225,000 miles that handled about half of all ton-miles, and admitted that the remaining trackage was not especially economical. Still, he did not argue for massive rail abandonments. These core miles should be made into super-railroads, becoming the heart of a thriving transportation industry.

If America were to have super-railroads, adoption of better technologies would be mandatory. Not surprisingly Barriger ballyhooed the widespread use of diesel-electric locomotives. "The transition from steam to diesel motive power is a remarkable achievement — one of the most brilliant and encouraging chapters in railroad history."

Dieselization had been critical, but Barriger advocated a further step: electrification for major corridors. He saw purely electric motive power producing significant cost savings and efficiencies. "The principal operating advantages of electrification lies in its capacity to provide the all-electric locomotive with the full quantities of power required to utilize the maximum capacity of traction motors for producing torque, or tractive effort, while running in the higher speed ranges." America should be more like Europe with this motive power, although he thought that only "the busiest 5 to 10 percent of the mileage of super-railroads (compared with but 1 percent of present railroads) will have the density necessary

to support the fiscal burden of constructing and maintaining the power-transmission system."

Barriger also anticipated steam-turbine-electric locomotives contributing to his super-railroad model, expressing interest in the experimentation being conducted by Norfolk & Western with its prototype coal-burning, steam-turbine-electric. And he praised installation of centralized traffic control, viewing it as "essential to achieve the full economic and service potential of diesel operation on all single-track lines having a daily density of 12 to 15 trains or more." Barriger argued for better designed yards (hump rather than flat), larger and more specialized rolling stock, improved radio

communications, enhanced traffic-data collection, welded rail, and expansion of piggyback operations.

Barriger underscored the need for a major rebuilding of principal routes to create consistent super-railroads, and he believed it was long overdue. "The 1954 profile and alinement [sic] of most roads has not changed from that of 1914. Work must be resumed on the railroads on a scale which will overcome 40 years of deferred attention to these restricting characteristics." Ruling grades of 0.5 percent and curves of 1 degree should prevail on these main lines, Barriger said, although he allowed for exceptions: "Mountainous topography makes them prohibitively expensive in relation to traf-



Barriger believed electrification was suitable for the most heavily trafficked lines. Here, Pennsylvania GG1s and MP54s head west at New Brunswick, N.J., in mid-1964. Clifford A. Redanz



Norfolk & Western's steam-turbine-electric helps a train toward Blue Ridge, Va., in 1956, the year *Super-Railroads* was published. Although the railroads were well on the way to total dieselization, Barriger saw potential in such motive power. Robert A. Caflisch, Helen Caflisch collection



Barriger lamented that the railroads were decades behind in upgrading their physical plants. The PRR planned major improvements to its main line across Pennsylvania that would have greatly cut grades and curves like this one a few miles east of Johnstown. Wayne Brumbaugh

fic, or where terminal conditions prevent high speed for reasons other than curvature.” He saw tunnels, where practical, being advantageous for those carriers that operated mountainous routes.

With physical plant betterments, freight delivery times would be reduced and passenger-train schedules made more attractive. Barriger expressed optimism about the latter sector. “Recovery of freight traffic through super-railroads could easily make railway passenger service (in coaches) cheaper and faster than travel by highway between all principal cities.” Speed would be the key. “Seventy miles per hour overall passenger schedules, terminal to terminal, will be required to make train travel more attractive than motor travel.” He continued, “Such speeds will reduce travel time to the point where the traveler, when weighing other advantages of trains over airlines, will prefer to go by rail, except when the pressure of time is extreme or some other feature of air travel may have compelling attraction on particular trips, e.g., for particularly long distances. Sustained top operating speeds of 100 m.p.h. will be required to produce this 70 m.p.h. average.”

More was needed to improve the passenger sector. Barriger believed that making reservations and ticket purchases should always be customer-friendly. He furthermore wanted clean, comfortable equipment, and crews that showed civility. All complaints needed to be reported to the proper authorities in a convenient way. “These details of assured acceptability of passenger service appear to have

been subjected to effective executive knowledge and control by the major airlines — so the problem is, clearly, not insoluble for the railroads.”

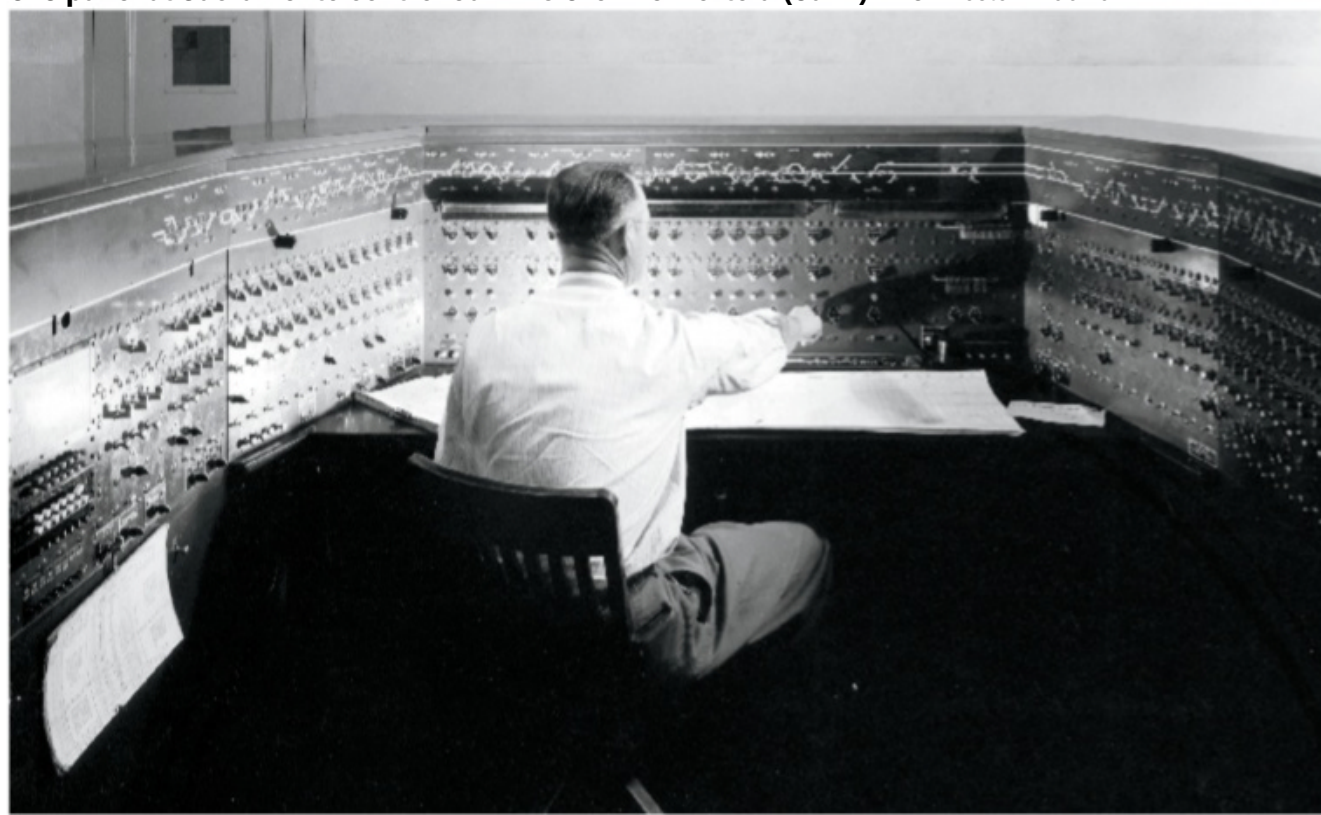
The message John Barriger wished to convey about creating super-railroads was straightforward. “Putting railroad plant to work and keeping it busy is the way to secure greater income for investors, greater security of employees in their jobs, and improved and more economical service for the public — freight patrons as well as those who ride the trains.” Of course, he cried out for reduced regulation and taxation. Barriger appropriately closed his narrative with these hopeful words: “Imagination and determination — these are the qualities which, if exercised, will make the second

century of railroading one of far greater accomplishment in public service than the first. No other means of transportation can haul so much, so far, for such little expenditure of man-hours, of fuel, and of capital; and, by so doing, confer benefits on so many people.” For specialists there were multiple appendices, crammed full of contemporary and historic data about revenues, expenses, earnings, and the like. There was even a table about “Comfortable Speed on Curves.”

A lifelong quest

So where did John Barriger get these ideas (and more) that appeared in *Super-Railroads*? For decades he had been thinking about railroad improvements. Following graduation from college in

Super-railroads required signaling, preferably in the form of centralized traffic control. This CTC panel at Sacramento controlled WP’s Oroville-Portola (Calif.) line. Western Pacific



1921, Barriger carried out various assignments for the Pennsylvania Railroad, and here he soaked up how railroad operations were conducted and saw ways for making upgrades. One example involved his participation in the PRR's pilot transportation apprentice program. After completing the course of instruction, Barriger made 14 recommendations to his superiors. These included having more productive assignments: "Reduction of Yard Service from 12 months to 9 months," "Require the Apprentice to pass examination as Train Dispatcher," "Specify road service to include braking and firing," and "A Course of outside reading to be prescribed and we [trainees] be required to submit abstracts of the subjects covered."

Early on he admired how the PRR had made physical betterments. As he reminisced, "I remember in those days I used to talk at length about PRR finishing the great plans of [President Alexander J.] Cassatt [1899–1906], putting a long tunnel under the Allegheny Mountains, reducing grades and curves, modernizing major yards, and dozens of things like that." It was at the PRR where he became convinced that "grades and curves are the principal handicaps to the operation of trains on a speed and cost basis which would make the railroad immune to competitive transportation."

Barriger's alert mind kept generating ways to advance the industry. Throughout his professional life he enjoyed public speaking as well as writing articles and reports. One early pronouncement of his longing for super-railroads came in 1941. In an address to the Chicago Chapter of the Railway & Locomotive Historical Society, Barriger told his audience that

JWB's super-railroad recipe

Motive power: Replace steam with diesel-electrics; electrify the highest-density lines; keep an eye on turbine technology

Passenger service: Clean, comfortable cars; courteous crews; higher speeds; customer-friendly reservations and ticketing

Freight service: More hump yards; larger, more specialized freight cars; expand piggyback service

Operations: Greater use of radio; install CTC; improve traffic data collection; boost efficiency through greater volume

Plant and right of way: Reduce grades and curvature with line relocations and tunnels; install continuous welded rail

Government: Cut subsidies to competing modes; reduce taxation and regulation of railroads

America needed "super-railroads," to confront "super-liners, both aerial and marine, 'super-highways,' and 'super-pipe lines.'" Two years later he outlined the core components for his vision of a stronger railroad network in "Super-Railroads," an article that appeared in the December 1943 issue of *TRAINS*. It would be on the Monon where Barriger could attempt to implement his concept of a super-railroad.

Following short stints with the Chicago Junction Railway and Fairbanks-Morse's Diesel Locomotive Division, John Barriger officially took charge of the "Hoosier Line" on May 1, 1946. The Monon became his "super-railroad guinea pig" — indeed, he jokingly called it the "Guinea Pig Line." Barriger did what he could to make improvements,

including the much-needed and pricey Cedar Lake Cutoff in northwestern Indiana. Although the Monon was no money machine, he worked wonders on it. Later, as president of the New York Central-controlled Pittsburgh & Lake Erie Railroad, he landed a position where a relatively rich carrier could be brought up to his exacting standards. Forced to retire from the P&LE at age 65, Barriger found new opportunities to try his hand at super-railroading, but with limited success. Both the Katy and B&M were too poor to make P&LE-like improvements, but he did his best to turn around these troubled carriers.

John Barriger spent much of his time thinking about the industry he loved. Said his son John (Jack) W. Barriger IV. "In time I got tired of Dad always talking

Intermodal service, in the form of trailer-on-flatcar "piggyback" operations, was just finding acceptance on Southern Pacific and a few other roads when Barriger wrote *Super-Railroads*. SP's *Advance Overnight* departs San Francisco for Los Angeles in 1956. William D. Middleton





Barriger's faith in passenger traffic, though later proven to be misplaced, resulted in a fleet of snappy new trains on the Monon, including the *Tippecanoe* (above, at Hammond in 1954) and the *Hoosier* (right, at 63rd Street, Chicago, on August 27, 1947). Above, A. G. Chione; right, Robert Milner

about super-railroads." His father's passion or obsession is obvious in the book. Although he had been too busy making the Monon a better railroad, the overall lack of pressure at the Rock Island allowed him time to complete a draft of the manuscript in 1954. "Dad worked at home evenings and weekends hunting and pecking on an upright typewriter," Jack recalled. "He'd create a rough draft and then have a secretary type a clean copy." But there was more to do. During the following year Barriger made revisions and updated and checked his statistical data. After all, he was both methodical and a perfectionist.

Some hits, some misses

Barriger did not possess a crystal ball to foresee the future of American transportation. Yet as a keen observer of railroads for more than three decades, most of his notions about betterments made sense, particularly with such physical improvements as grade and curvature reductions. It was apparent that Barriger was not afraid to embrace new ideas; he was not wedded to the concept of that oft-quoted criticism of the industry:

"This is the way that we've always done it." Ossification was an anathema to him.

Yet writing about super-railroads more than 60 years ago, Barriger's hopes for better railroads involved concepts that simply did not pan out. One would be those coal-burning turbine locomotives. Another would be extensive electrification. Such a power source would have been not only costly but the non-interchangeability of locomotives with non-electrified trackage would have been an annoying downside. Electrification, moreover, could not be introduced in drabs or dribbles. Everything had to come about at once: power supply, overhead wires, motive power.

Barriger also failed to foresee jumbo hopper cars, containerization, computers, or highly automated maintenance-of-way equipment. Although he later showed interest in unit trains — what he called "multiple cars" — he did not anticipate what a few years later happened when the Southern and the Baltimore & Ohio pioneered with this way of increasing efficiencies and revenues with coal movements. Also, Barriger seemed resigned to the status quo of train personnel, not agi-

tating for the end to "featherbedding" firemen or foreseeing today's two- and even one-person freight-train crews.

What stands out when a person today reads *Super-Railroads* is that John Barriger expressed too much optimism about intercity passenger trains. Writing in the mid-1950s, he did not imagine the railroads happily shedding their remaining passenger trains in 1971 with the formation of Amtrak. Still, if super-railroads had developed as Barriger had wanted, fast, perhaps electric-powered, trains would today be serving many major population centers.

John Barriger probably would have done cartwheels if he had lived to see passage of the Staggers Act in 1980 and the 1995 dissolution of the Interstate Commerce Commission and its replacement with the Surface Transportation Board. He had longed for deregulation legislation, a desire that he had initially expressed during his youthful years at the Pennsylvania.

Barriger never abandoned his desire for creation of a state-of-the-art American railroad core network. As he told a luncheon meeting of the Railroad Com-



Average terminal-to-terminal speeds of 70 mph would make passenger trains competitive with auto travel. This meant sustained running at 100 mph, which the Milwaukee Road achieved with steam 20 years before *Super-Railroads* came out. Fred Zimmerman collection

munity Committees of New England in 1961: “The development of super-railroads is a subject dear to my heart,” and then he summarized the basic plans he had long advocated. In subsequent years he hammered home these same concepts in numerous presentations.

What is the lasting value of *Super-Railroads for a Dynamic American Economy*? The book is a source of inspiration, knowing that during the mid-1950s the railroad industry possessed a true thinker, an individual who had constructive ideas and who strenuously sought to make them widely known and also to implement them personally on several railroads. Henry Posner III, founder and

president of Railroad Development Corp., the parent company of several carriers in the U.S. and abroad, recently caught the historical essence of *Super-Railroads*. He considers the work “a timeline for the industry in the final decades of the Era of Regulation.” Since John Barriger, other bright and creative railroaders have helped to revolutionize the industry, including William Brosnan at the Southern, Downing Jenks at the Missouri Pacific, and Jarvis Langdon at the Baltimore & Ohio. This legacy of creativity and modernization continues. A leading example would be the controversial E. Hunter Harrison who, while leading the Illinois Central, Canadian National, Canadian Pacific,

and CSX, made important changes in improving operations.

There is no question that Barriger would take satisfaction with happenings in American railroading since his passing. A great transformation has taken place. Examples abound. One can point to new labor work rules, technical advances in motive power, the demise of the “little red caboose,” double-stack intermodal cars, and more. Super-railroads indeed! ■

H. ROGER GRANT is a professor of history at Clemson University. He’s authored or edited more than 30 books, including John W. Barriger III, Railroad Legend (Indiana University Press, 2018).

What's in a Photograph?

Frisco's "Flash" at West Tulsa, March 1960



Frisco's Cherokee Yard at West Tulsa, Okla., opened as an electronic retarder yard in 1959 but with inherited peculiarities. It replaced a nominally flat-switched yard of 1927, built when the division point was moved from Sapulpa because when Frisco tried to expand the yard there, word got out and landowners asked exorbitant prices. Also, Tulsa had a lot of industrial switching and Sapulpa very little. The only available land near Tulsa was west of the Arkansas River, resulting in the yard having a natural slope toward the river that made the "flat switching" yard actually a gravity yard, like a hump yard (including a center lead branching both ways to equal north and south sides), but without the hump. In 1949 the tracks on the timetable north side of the yard were extended to handle diesel-length trains, leaving the old left-hand lead intact as crossovers through the extended receiving and departure tracks. Here, fast freight 37, "The Flash" from St. Louis, is being switched.

1 Oklahoma Subdivision main line

Tulsa 3.9 miles to the left (east), Oklahoma City 112.6 miles to the right (west). At Sapulpa, 18.7 miles to the west, the Creek Subdivision diverged south toward Dallas-Fort Worth. The hump faced north toward Tulsa and the head end of trains arriving from St. Louis or Kansas City would be here, at the yard's south end.

2 Tank car of journal oil

In 1960 solid-bearing freight cars still predominated; the hump inspection pit centralized the task of journal-box lubrication instead of carmen carrying oil cans through the receiving yard.

3 Hump power

Two Fairbanks-Morse H12-44s, in multiple, with a brake trailer (called a "brake sled" on the Frisco). Hump jobs pulled back a train from the receiving yard with the cars' air brakes already



Brake sled X82, made from a steam locomotive tender, works with H10-44 281 and an H12 at Cherokee in December 1960. J. David Ingles

bled off by a "bleeder" walking the train. Because of the slope toward the river, cars had to be restrained by the locomotive brakes alone when shoving toward the hump. Without the aid of the weighted brake trailer, the locomotives alone could not have restrained a heavy train.

When the hump power was within 30 to 45 cars of the hump crest, the situation would reverse and power was then required to keep cars moving over the hump, where the pin-puller was walking along at the crest, back and forth, lifting the uncoupling rod of each successive cut of cars (he'd be told over a talkback speaker [item 5] the car number behind which to make the cut). For each cut, he would judge the critical point where the slack was about to run out on that coupling and the car was ready to be cut loose — wait too long and the run-out would prevent lifting the pin. A quick up-motion of the pin-lifter and the car(s) being cut off would roll away through the retarders and into the bowl track selected by the hump tower operator. By 1970 the practice changed and the hump trailers were retired; instead, air brakes were set on the five cars next to the hump power, released when no longer needed, and those five cars were bled off approaching the crest. All 16 original 1948-51 Frisco FM switchers (12 H10-44s and 4 H12-44s) were assigned to Tulsa for their entire careers. Initially only the H12s had m.u., at the cab end

only, specifically for hump duty at the old yard; later, H10 281 had rear m.u. added as well.

4 Inspection pit

Manned by car inspectors examining brake rigging and wheels. Journal box lids were opened by carmen on each side just ahead of the pit, and mechanical lubricators squirted oil into the boxes after which carmen on each side beyond the pit would close the lids. The man seated nearby is probably a lid-closer and he is temporarily idle because these new trailer-on-flatcar (TOFC) flats have roller bearings. The lid openers used a packing hook to run along the surface of the journal with a light touch, feeling for scoring of the journal, a hotbox risk that would send the car to the rip track for a wheel change.

5 Talkback speaker

These were placed at strategic points throughout the yard to allow the yardmaster to talk to particular employee locations without congesting the radio channels. A person on the ground near the speaker could reply, or could use the talkback to initiate a call to the yardmaster.

6 Trailer Train Co. flatcar

Trailer Train was formed in November 1955, and Frisco began TOFC service earlier that year with 32 single-trailer cars and had planned 35 double-trailer cars, but in 1956 joined Trailer Train as one of TT's owners instead. The early TT cars were just 75 feet; later, 89-foot cars became standard. These appear to be 75-footers.

7 Chrysler automobiles

From the Valley Park assembly plant near St. Louis, loaded four each onto auto haulway trailers made surplus by new six-auto highway trailers allowed by increased motor truck lengths that became legal in many states as Interstate Highway construction advanced. This method of handling



Frisco No. 3000 was the first modern long auto rack. The 83-foot tri-level car was delivered in January 1960. Pullman-Standard

autos by rail lasted only to 1961 or a little later, replaced by the tri-level auto rack — both Frisco and Santa Fe claimed to have the first tri-levels (bi-level cars were used on some roads as clearances or the height of vehicles required.) Tri-levels carry 12 full-size or 15 compact cars.

8 Power from train 37

Two EMD F7As, Alco FB1 5306 (repowered with an EMD engine), and an Alco FA1. The power is laying over at the south end of the yard before continuing to Sapulpa and Irving, Texas (Dallas-Fort Worth area), where Frisco established its original TOFC auto unloading facility in 1959, closely followed by one at Floydada, Texas. Floydada in the Texas Panhandle was reached via Frisco subsidiary Quanah, Acme & Pacific. No. 37's connecting train 437 handled those autos with the Frisco power running through.

9 Balance of 37's train

Pulled down from the receiving yard by the hump power as they made their cuts, ready for the power to get back on and depart. The cars going over the hump are probably the Floydada cars being shoved as a unit into the class track where the rest of the Floydada traffic was waiting to be placed in train 437. Floydada in 1960 was Frisco's principal connection to the Santa Fe until it was changed to Avard, Okla., in 1973.

Sailing *to the*

Three southern Michigan fans discover the diesel treasures of the state's far reaches

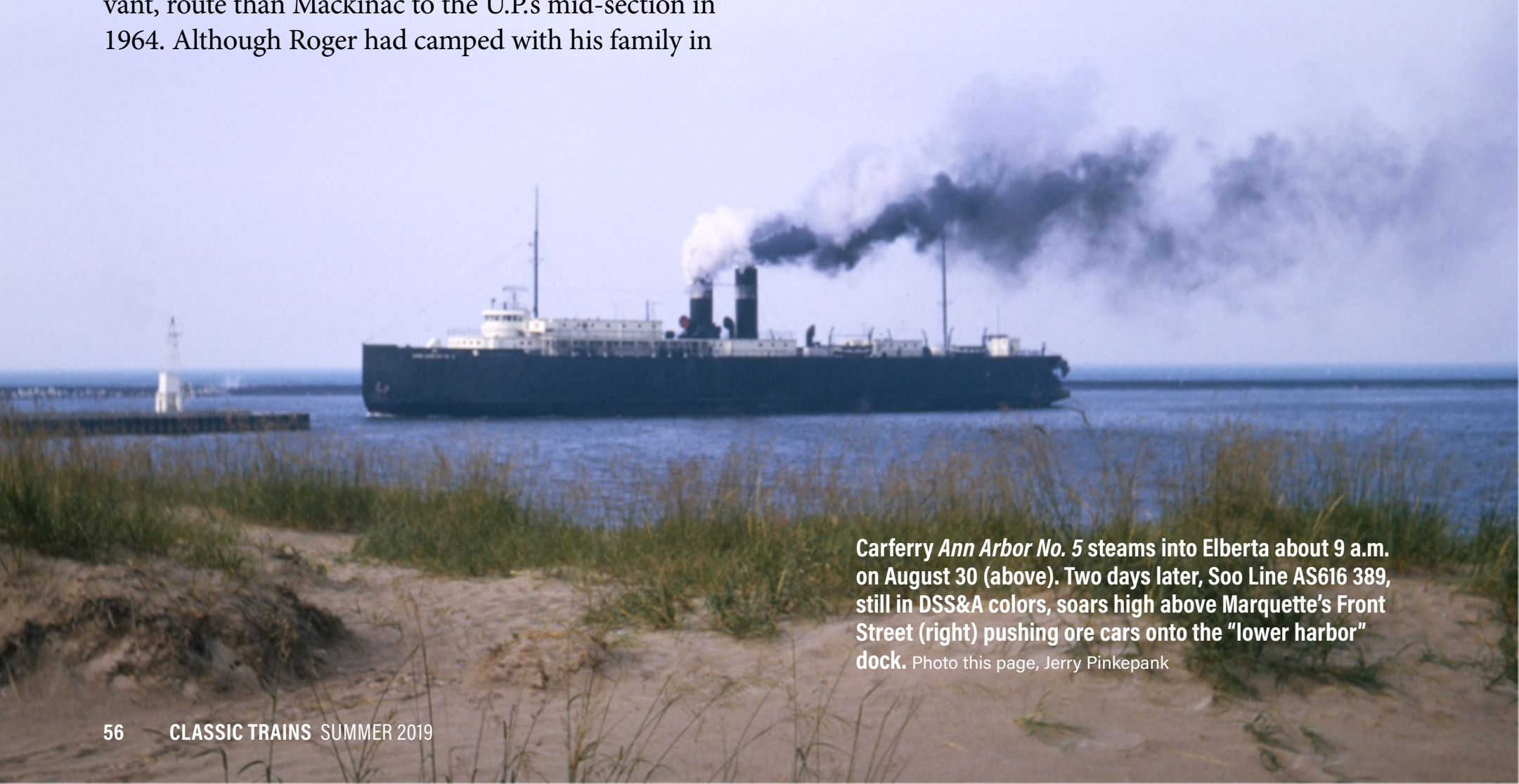
BY J. DAVID INGLES • Photos by the author unless noted

Reaching Michigan's Upper Peninsula ("the U.P.") by car from the populous Lower Peninsula got easier in 1957 when "Big Mac" — the 5-mile Mackinac Bridge across the Straits of Mackinac — was opened, longest in the Western Hemisphere. (The bridge, the Straits, the island, and the village of Mackinaw City are pronounced "Mackinaw"; the Straits separate Great Lakes Michigan and Huron.)

We three Lower Michigan "explorers" — Jerry Pinkepank of Lansing, Roger Meade of Royal Oak, and I of Dearborn — chose a more relaxed, and railroad-relevant, route than Mackinac to the U.P.'s mid-section in 1964. Although Roger had camped with his family in

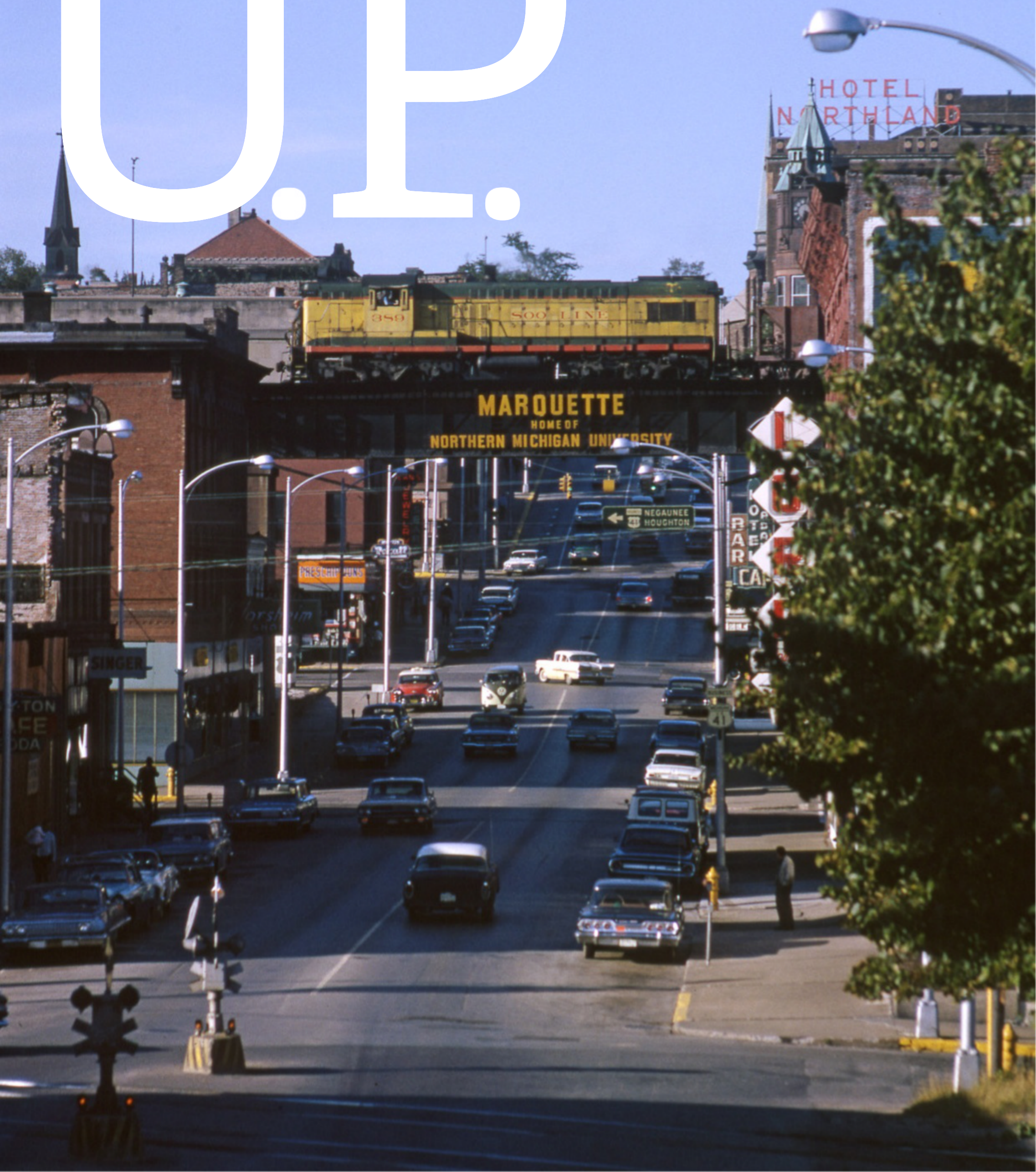
the Upper Peninsula, Jerry and I had scant U.P. experience beyond a brief 1961 visit to Sault Ste. Marie. Our 1964 objectives were the Alcos of Lake Superior & Ishpeming and Wisconsin's Green Bay & Western; the Baldwins of Soo Line's former Duluth, South Shore & Atlantic; and their shortline neighbors.

Our threesome's 1964 U.P. odyssey would span August 30–September 5, excluding a day on each end for the 200-mile, 3-hour drive between Lansing and Frankfort, Mich. Thus did Saturday evening the 29th find us in tiny Elberta, the Ann Arbor Railroad's Lake Michigan



Carferry Ann Arbor No. 5 steams into Elberta about 9 a.m. on August 30 (above). Two days later, Soo Line AS616 389, still in DSS&A colors, soars high above Marquette's Front Street (right) pushing ore cars onto the "lower harbor" dock. Photo this page, Jerry Pinkepank

U.P.





Three of Ann Arbor's 10 new GP35s stand at Elberta as one of two assigned Alco S3s switches the carferry *Arthur K. Atkinson*. Jerry Pinkepank



As seen from Boat 5, the *Atkinson* leaves Elberta for Kewaunee, Wis., with cars for the GB&W.

carferry port across the small harbor from Frankfort, where we'd stay the night. The "Annie" solicited bridge traffic on its four Lake Michigan routes, to Manitowoc (Chicago & North Western, Soo) and Kewaunee, Wis. (GB&W); and Menominee (C&NW, Milwaukee Road) and Manistique (Manistique & Lake Superior), Mich. The Ann Arbor operated more lake mileage than its 292-mile railroad from Toledo, Ohio.

We'd sail north 90 miles to Manistique, a route that would end in 1968. AA's ferries didn't cater to auto traffic to the degree that Chesapeake & Ohio's did be-

tween Ludington, Mich., and three Wisconsin ports, but accommodations were adequate. Passengers took their meals in the crew's mess room, for example.

Ann Arbor's four carferries were:

- *Ann Arbor No. 5*, built 1910, 338x56x18.3 feet, 2,988 gross tons (length, width, draft, weight), coal-fired steam power
- *Arthur K. Atkinson*, built 1917, rebuilt 1959 and renamed from *Ann Arbor No. 6* for the longtime president of AA parent Wabash; rebuilt specs 372x56x18.3 feet, 3,241 gross tons, Nordberg diesel power
- *Ann Arbor No. 7*, built 1925,

347.9x56.2x19.2 feet, 2,934 gross tons

- *City of Green Bay*, built 1927, 366x57.7x19.2 feet, 3,366 gross tons, oil-fired steam power, formerly coal-burning *Wabash*, converted in 1963

Ann Arbor No. 7 was not in service, undergoing a rebuild at Fraser-Nelson Shipyards in Superior, Wis., getting four new EMD 16-cylinder 645 diesels installed. She'd be renamed *Viking*. (My father, John Ingles, as chief mechanical engineer of AA parent Detroit, Toledo & Ironton, was the project's resident chief engineer, calling a Holiday Inn in Duluth, Minn., home for several months.)

Three of the boats could carry 30 freight cars on four tracks, plus a few autos parked aft on the rail deck; the *Green Bay* held 32 rail cars. The *Atkinson* and *Ann Arbor No. 7* were 18-mph boats, enabling an hour faster crossing than the 14-mph, 54-year-old *Ann Arbor No. 5*. The *Green Bay* and *Atkinson* were covering the Manitowoc and Kewaunee cycles (5 and 4 hours one-way), while "Boat 5" was going to Menominee Mondays, Wednesdays, Fridays, and Saturdays, and to Manistique Tuesdays, Thursdays, and Sundays.

The Manistique route took 7 hours in good weather, was more relaxing than driving, and was arguably the most picturesque. The course paralleled what would become Sleeping Bear Dunes National Lakeshore, and skirted the two pairs of Manitou and Fox islands. Ship-



In a view from Boat 5 backing into the Manistique slip (left above), M&LS Alco S3 No. 1 waits before unloading and reloading the carferry.

ping lanes from lower Lake Michigan converge at the Manitou, which offered us close looks at lake freight traffic.

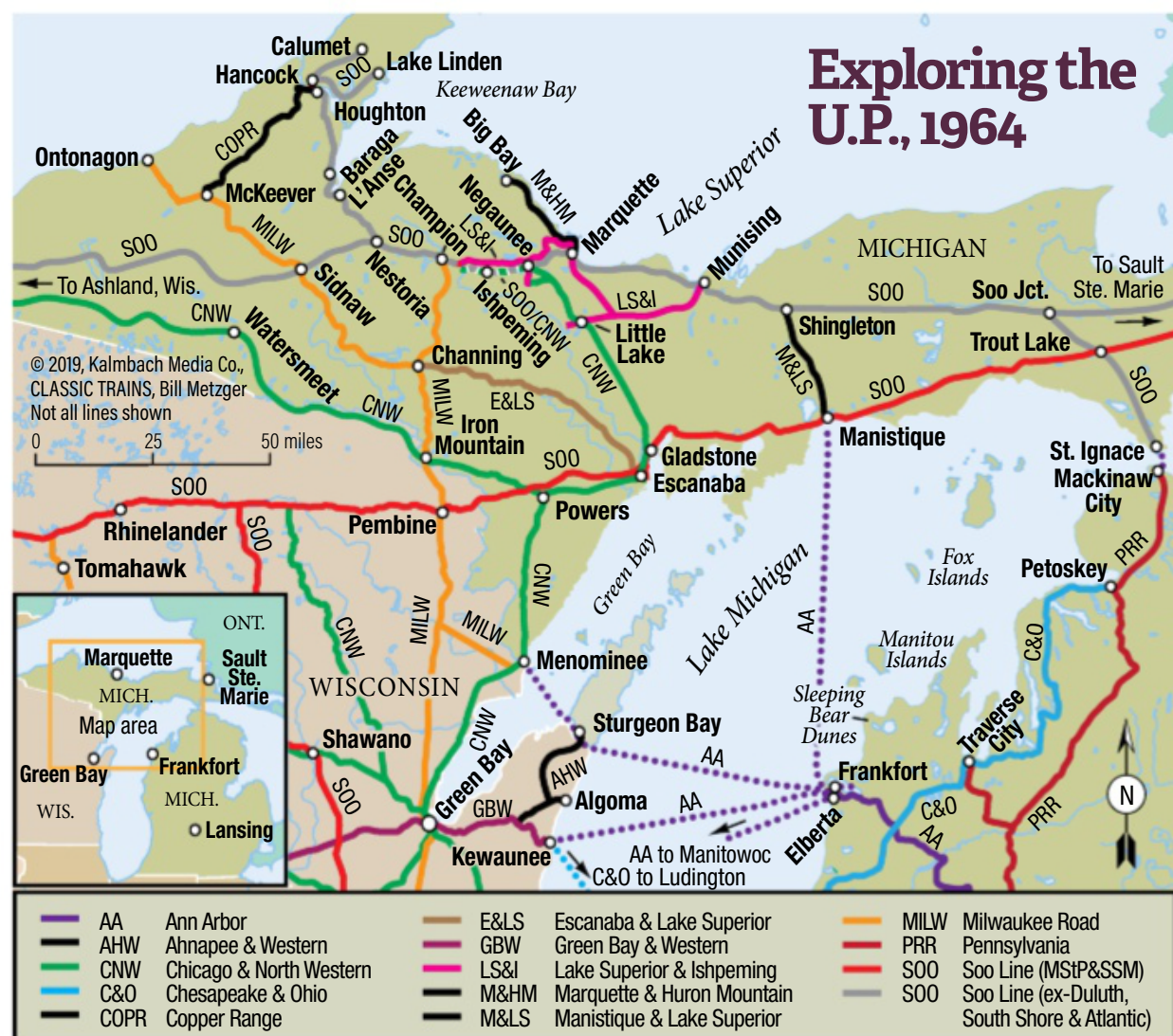
SUNDAY, AUGUST 30

The scheduled Sunday Manistique departure time was 8:45 a.m., but Boat 5 was late arriving from Menominee. She steamed in just behind the *Atkinson*, in from Manitowoc and which would turn for Kewaunee. Boat 5 was unmistakable on the horizon as she was the last coal burner in AA's fleet. Triple-expansion engines totaling 3,000 h.p. provided propulsion, and her power and hull made her a good ice-breaker. AA crews called her "Bull of the Woods."

Over in Elberta, we stopped at the roundhouse, finding 3 of Annie's 10 new GP35s. Wearing DT&I's orange with large ANN ARBOR lettering, an adaptation of the big DT&I initials instigated by my father, AA's newcomers had Alco trucks from traded-in FAs and snowplow pilots but lacked dynamic braking. Later, they'd take freight FT-2 south. Because a boat occupied each slip, both assigned Alco S3 switchers, Nos. 5 and 7, were working.

We boarded at 9:30, the freight cars and any autos from Menominee already off-loaded. Boat 5's bunkers then were topped off with four hopper cars of coal, the cars being shoved onto the two center tracks and dumped directly. One of the Alcos stashed six empty newsprint-service boxcars on each center track amidships, giving us a load not quite half the 30-car capacity. A full load required careful trimming, so switching could take an hour as cars of various weights were spotted. The boxcars were aboard in 10 minutes.

Ten automobiles completed our load, and we steamed out at 10:15. A stiff southwest breeze had raised the lake's swell, and Boat 5 got a mild rolling as she



In this first installment, we went from Frankfort to Manistique to Escanaba on August 30, 1964, then to Marquette and ending in Houghton September 1. In Part 2, we'll go into Wisconsin.

came about to her northward course beyond the breakwater.

The day was clear, and a morning haze gradually burned away as we steamed past high dunes. Only the most sensitive passengers became seasick, one being a Navy enlisted man from Great Lakes, Ill. We came close to four lake carriers, first overtaking the Paterson freighter *Gaspedoc* passing South Manitou Island. Off the Fox islands, the Pittsburgh Fleet's *George A. Sloan* crossed our bow, as did the Reoch steamer *Westdale*. The Bradley

fleet's *Myron C. Taylor*, a self-unloading limestone carrier, came close enough to be identified without using Jerry's 40-power telescope. Other boats were too far away to be identified.

By 4 p.m. we sighted land apart, Point Aux Barques, and an hour later we slowed to enter Manistique harbor. No Lake Michigan carferry port was ideal, with tight maneuvering room and no tugboats, but Manistique was the worst. Unlike the sand bottom and beaches of most of the lake, Manistique's is stony with a shallow,



Four H16-66s — leader C&NW 1904 wearing a “400” slogan, with MILW 554, CMO 171, and C&NW 1606 trailing (top) — leave Escanaba for Watersmeet on August 30. These FMs (above) were among six plus the Baldwin-EMD “mongrel” outside the roundhouse. Above, Jerry Pinkepank

rock-strewn shelf reaching out miles from the narrow Manistique River mouth. Turning and berthing required a half hour, twice that of most ports.

Little needed to be done in port, as only 8 or 10 freight cars and a few autos were to be loaded. We reclaimed our car and watched from the breakwater as Boat 5 steamed out a scant 45 minutes after berthing. Switching was done by S3 No. 1, the only unit of 38-mile Ann Arbor subsidiary Manistique & Lake Superior. Like Annie’s switchers, it was painted slate gray with silver lettering. (When M&LS quit in 1968, the Alco became AA No. 10, and survives at Green Bay’s

National Railroad Museum, painted as GB&W 103.) Also present: M&LS’s only caboose, a secondhand slant-side-cupola style built in Wabash’s Decatur (Ill.) shops.

The yard had four tracks, with a bungalow-like office at the apron, all amidst sand and beach weeds, the town being across the river. In Manistique later, we saw the S3 working in a paper mill, surmising that most M&LS business was between it and the slip. Manistique was also on the Soo’s Sault Ste. Marie line, and while M&LS connected at its north end with Soo’s ex-DSS&A and LS&I, we doubted M&LS went north very often.

We drove west 44 miles to Gladstone,

spotting a Soo white F7/maroon GP9 pair at the roundhouse, but continued into Escanaba, where we spent the night.

MONDAY, AUGUST 31

Escanaba, at 15,000 population a “large” U.P. city, was a hub for C&NW and home to many of its 50 Fairbanks-Morse H16-66 “baby (or junior) Train Masters,” plus a few EMD-repowered Baldwin C-C units, called “mongrels” by railroaders. Feeding C&NW’s Lake Michigan ore dock were two lines, one of which was a pool operation to which the Milwaukee Road contributed six H16-66s and some ore cars (variously called “jim-



Soo Line GP9 2413, having just worked the Mead Paper mill after coming under the C&NW, leads the westward local over the Escanaba River.

mies” or “jennies”). The Transportation Act of 1920 permitted the Interstate Commerce Commission to approve pool operations between unaffiliated carriers, but this was one of few places it was implemented.

Our 8:30 a.m. roundhouse visit found 11 FMs moving and another 10 parked, some inside. C&NW 1670 was switching, while 1676 and 1514 were arriving with a mixed freight from Ishpeming on the North Western’s other ore route. Two quartets were waiting to go west, the first a through train to Watersmeet and the other a turn to Iron Mountain, both with mostly empty jennies. The first set (1902/150/1605/1902) was moving, and the second (1904/MILW 554/171/1606) soon would be. The 150 and 171 were sublettered “CMO” for C&NW subsidiary Omaha Road.

Standing outside were FMs 1511, 1679, 1695, 1696, 1699, and 1906, plus mongrel 1502. Inside were 1610, 1669, 1680, and 1694. Aside from the H24-66 Train Masters, only 58 six-motor FMs were built, 44 for C&NW, 6 each for the Omaha and MILW, and one each for Tennessee Valley Authority and Alcoa Aluminum. Bottom line: almost one-third of all H16-66s were at Escanaba this morning. Also present were the tenders of two North Western 4-6-4s that had been in ore-heating service at the dock.

We photographed both westbounds at a grade crossing. Four FMs approaching under a mantle of blue-white smoke leave no doubt as to their manufacturer.



Escanaba & Lake Superior becomes our second new shortline photo subject of the trip as DS-44-600 No. 101, one of its three Baldwins, leaves Escanaba to return to adjacent Wells.



Our first Marquette stop, at Soo’s waterfront yard south of downtown, yields a surprise as visiting Soo RS2 371 greets LS&I RS2 1501. The Soo Alco was built as an RSC2. Jerry Pinkepank



Extreme diesel-spotting: Jerry Pinkepank reads the builder's plate of LS&I RSD12 1803 on the Presque Isle dock through his telescope.

Between trains, we checked out the Escanaba & Lake Superior in adjacent Wells, the 90-mile pike's enginehouse and offices being near the waterfront just north of C&NW's ore dock. E&LS — today still extant, though relocated and larger — owned three Baldwin switchers: VO1000 No. 100, DS-44-660 No. 101, and S8 No. 102. E&LS's *Official Guide* entry indicated the "road train" west to Channing (a MILW connection) ran at night. E&LS had spurs into Escanaba that kept a crew busy in daytime, and we chanced upon engine 101. The 100 was inside, but we did not see No. 102. The units' paint scheme was equal parts green and yellow, which replaced a yellow-red-gray.

Leaving Escanaba bound for Gladstone, we were surprised to encounter Soo GP9 2413 on a westbound local, so we U-turned to photograph it, from a road along the E&LS as it crossed the Escanaba River. This was Soo's original Minneapolis, St. Paul & Sault Ste. Marie, built by Minneapolis millers to short-circuit Vanderbilt pool grain rates that dominated the Chicago gateway.

Gladstone was the first division point west of "the Sault" (say it Soo); Rhineland and Ladysmith, Wis., were the

next two. Gladstone had a large, well-kept roundhouse that was empty, and a big two-story depot, formerly a division headquarters. The eight-track yard also was empty. One man was in the depot. We learned the current operation was one through freight per day in each direction, plus a local on each side of Gladstone, which ran in alternate directions each day and offered mixed-train service in the caboose (an accommodation that lasted into the 1980s). Outside were the hulk of 2-8-2 1017 near the roundhouse and fenced 4-6-2 730 displayed by the depot.

Marquette was next. When Jerry and I had visited the Sault in 1961, eight months after the Soo-DSS&A-Wisconsin Central merger, little had been done to integrate the Soo and the "South Shore," which shared a common parentage and history since 1888. The Sault still had Soo and DSS&A yard jobs, and a separate DSS&A turn ran west to Soo Junction (with the line from St. Ignace at Mackinac Straits). DSS&A equipment lettering and numbers hadn't changed.

Now, three years later, things had changed. Sault Ste. Marie had a single yard engine, and the Soo Junction line

was dormant. The Trout Lake–St. Ignace line was threatened with abandonment owing to an application by all three roads involved — Soo, Pennsylvania, and New York Central — to end Mackinac Straits service, though this would not happen for years.

South Shore diesels had been relettered for Soo Line, and the Baldwins got new Soo numbers. Heavy locomotive repairs at Marquette had ceased, with the Baldwins, most still in yellow and green, going to Shoreham Shop in Minneapolis. DSS&A's RS1s had been relocated to points in Wisconsin on the Soo, whose Alco shop was North Fond du Lac.

Two pairs of units covered Superior–St. Ignace freights 22 and 21 west of Marquette, while one ex-DSS&A DT-66-2000 center-cab handled the 22-21 Marquette–St. Ignace turn, eastward in the evening. At merger, the big Baldwins were renumbered from 300–303 to Soo 396–399. The connection across the Straits to NYC and PRR, by Mackinac Transportation Co. (owned by the three roads), was via front-loading 1911 ferry *Chief Wawatam*, which had undergone temporary boiler repairs allowing her to keep running. (She would do so until 1984!) "The Chief"



Led by GP9 550, the first unit in Soo's new scheme, and sister 411, train 21 glides through Ishpeming near sunset September 1 (above); subsequent repaints were whiter and had "SOO" in a sans-serif font. A mail tractor-trailer (left) sporting Soo and DSS&A colors soon followed.



was 338 feet long with a beam of 62 feet. Her three propellers, two astern and one up front, were driven by coal-fired, triple-expansion steam engines. She was hand-fired, believed to be the last such boat in Great Lakes commercial service.

Although an RS1 based at St. Ignace had formerly switched the ferry, now the trains' road power did so. After a morning run to Marquette, train 21 would change power, then be helped upgrade by a Baldwin. (In the merger renumbering, DSS&A's four DRS-66-1500s and eight AS616s nicely fit as Nos. 384–395 between Soo GP7s 381–383 and the big center-cabs.) Customarily trains 21 and 22 met at Nestoria, 197 miles from St. Ignace and 46 from Marquette.

DSS&A's lines north onto the Keweenaw Peninsula (KEY-wa-naw) were worked by two Baldwins based at Houghton (HOE-ton), with a third kept at L'Anse to switch the Cellotex wallboard plant and help eastbounds up DSS&A's ruling grade. The road pair made a 96-mile round trip to Nestoria on second trick, and in the morning went north either to Lake Linden or Calumet. Besides the road jobs, the former DSS&A needed units at Marquette for yard, ore dock, and helper duty, plus two at Superior. It long ago had



Dusk at Ishpeming roundhouse yielded RS3s 1605 and 1608, which earlier we'd seen stalled. The water tank wasn't surprising, since LS&I's last revenue steam run was in late 1962.



From top: Leaving Presque Isle September 1, RS3 1610 and RSD12 1802 take a turn to Eagle Mills, where 1802 will swap for 1804; in the distance, RSD12 1803 is on a dock job. LS&I chopped 1801's nose and repainted it, but hadn't applied hood lettering. New U25C 2501 was in Presque Isle shop, while sister 2500 was working a dock job. Bottom, Jerry Pinkepank

abandoned west of Ashland, Wis., obtaining Northern Pacific trackage rights.

Alas, we didn't see the big center-cabs in action, but did photograph them at the Marquette roundhouse. Only one, 397, was repainted, uniquely with both soo and LINE on the hoods. Inside was a surprise: 396, the only center-cab out of service, in solid maroon, a short-lived scheme applied to a few units before being succeeded by the off-white and red designed by Soo p.r. man Wallace Abbey. We also saw a hood off Elgin, Joliet & Eastern Baldwin center-cab 124, learning that its other hood (EJ&E's center-cabs had to be "re-hooded" when re-engined with EMD prime movers) had replaced one on 398. This had been a while back, as 398 was still in DSS&A colors, as was 399, both with soo LINE in red on each hood (*i.e.*, four times total).

Ready for train 22's evening departure was 398, while GP9s 550 and 411 would go out on 21; repainted AS616 392 was the yard engine/helper. The lead unit on 21 was the first in Abbey's off-white, though a bit grayer than subsequent repaints and a different font for the lettering. Soo RS2

371, which we'd seen working in the waterfront yard south of downtown, came and tied up at the roundhouse. A stranger here, the Alco had been on a weed-spray extra. Renumbered from 369, it wore Soo's black-and-yellow "switcher colors." Built as an RSC2, it and six A1A-A1A-trucked mates had been reshod to B-B.

Next, we drove across town to Presque Isle, LS&I's Marquette terminal with a roundhouse and shop below the ore dock leads. The road's two new U25Cs, 2500 and 2501, were on hand, as was home-chopped-nose RSD12 1801. We carried diesel-spotting to an extreme by using Jerry's telescope to read the serial number on the builder's plate of RSD12 1803 up on the ore dock, about 100 yards distant.

We'd return the next day, but to finish Monday we drove 10 miles west to the twin towns of Negaunee and Ishpeming. Except for the U25Cs, the 146-mile LS&I was all-Alco, with three RS1s, three RS2s, seven RS3s, and four RSD12s, and we were about to enjoy an Alco show. As we neared a taconite plant, we saw an LS&I freight stalled at the crest of a short grade. RS3s 1605 and 1608 apparently had jerked out the end sill from the first jenny, as the dismembered piece lay on the track; the units had halted, and the crew was stand-

ing around. In the short time it took us to look up the nearby abandoned C&NW roundhouse, the cripple was disposed of and we saw the RS3s, again tied on, backing down for another run, with RS3 1609 on the rear as helper.

At the bottom of the grade, reverser handles were thrown over, and with all the energy three RS3s could muster, 30-some cars went over the top. The train was eastbound, so likely had come from one of several mines within 20 miles to the west. We couldn't figure out local track patterns, and complicating matters was a relocation project that was under way. The entire area was undermined, and its three roads (C&NW, LS&I, and Soo) would move to a fill north of the towns on an almost-finished new line, which was getting CTC signaling.

Near sunset at the Ishpeming depot, we shot freight 21 passing with the two GP9s. Then a mail truck drove past, startling us with its trailer body painted in DSS&A yellow and green with red SOO LINE letters, just like the diesels! At dusk we found LS&I's old frame roundhouse, with an adjacent water tower, where reposed the RS3s we'd seen plus a unit we didn't know existed: RSD12 1804, built in April 1963. In those days, "discovering" a

unit called for noting its builder's number and date. That the water tower still stood wasn't surprising as LS&I had only recently quit using steam.

TUESDAY, SEPTEMBER 1

First thing this sunny morning, we returned to LS&I's Ishpeming roundhouse. The operation seemed simple: crews, sans cabooses, shuttled empties west to mines, and returned with loads. On hand were the three RS3s from yesterday, plus RS3 1607 and RS1 1001. My shot here of a new ore jenny would become a "News Photo" in TRAINS.

Newcomer RSD12 1804 was assigned to the Eagle Mills taconite plant, between Negaunee and Marquette (and site of LS&I's future shop). Other jobs moved finished taconite, and likely still some raw ore, downgrade from Negaunee to the Presque Isle dock; we saw the U25Cs, separately, do this. We also saw a turn to Eagle Mills, with RS3 1610 and RSD12 1802. Usually, we were told, this rated two RS3s, but 1802 was being moved to swap with 1804.

At Presque Isle yard, RSD12s 1801 and 1803, singly, were in dock service and on ore-weighing and gravel runs, the latter from a nearby aggregates plant. RS2 1502



A highlight September 1 at Marquette was Soo 397, the only DT-66-2000 in white. The day before, yellow-and-green 398 went east after dark.



Marquette & Huron Mountain No. 23, one of the tourist line's 11 former LS&I 2-8-0s, leaves Marquette for Big Bay on September 1. Jerry Pinkepank



With AS616 392 helping GP9 road engines 401 and 2404, train 21 nears the U.S. 41 overpass climbing out of Marquette on Tuesday afternoon. Roger Meade

was switching in downtown Marquette (as were Soo AS616s 392 and 389, still yellow, pushing onto the ex-DSS&A ore dock). RS1 1003 was in the Presque Isle shop, RS2 1503 in the roundhouse, and RS3 1606 was switching a Cliffs-Dow charcoal plant next door, so we'd accounted for 16 of LS&I's 19 units, missing only RS1 1002, RS2 1501, and RS3 1604. We knew one unit was kept at Munising, LS&I's eastern outpost, and there was a daily RS-powered Marquette-Munising local.

The roundhouse was partly leased to Marquette & Huron Mountain, a tourist line begun in 1962 with 11 ex-LS&I class SC-4 2-8-0s and the 24-mile ex-LS&I Big Bay branch. The locomotives looked no different except for M&HM initials on the tenders. Three (19, 22, 23) were active, two in steam each day; three others (18, 20, 21) were inside; all were 1910 Alcos. The other five (29, 32-35), were in a dead line in LS&I's yard; the 30-series engines were larger 1918 Baldwins. Almost all 11 survive, including 34, as "Western Maryland 734" on the WM Scenic out of Cumberland, Md.



We shot M&HM's morning train leaving behind engine 23, stopped by the Soo roundhouse to photograph white center-cab 397, then headed for Big Bay. Coaches included yellow wooden ex-LS&I work-train stock, two green ex-C&NW steel suburban cars, and an old Erie Stillwell car; two more Stillwells and an LS&I combine were in the roundhouse. All M&HM track was former LS&I except for a new station lead north of the ore dock. Big Bay had a wye to turn the 2-8-0s.

I was not yet into "rare mileage" and to this day regret not riding the tourist train. Instead, we drove up to chase the train south, buying \$3.75 tickets as support. We obtained permits at LS&I's downtown office to be on the property. With LS&I's last steam-hauled freight having run in late 1962, and one or more M&HM 2-8-0s being used to steam ore in '63, as of our visit at least one SC-4 had been in steam every year. We'd asked train and engine crewmen, and LS&I employees downtown, about a specific "last steam run" date in late '62, but the event must've passed without fanfare, as such has never been pinned down.

Before leaving Marquette, we stopped at Soo's waterfront yard, where AS616 392 was tied on as helper in front of GP9s 401 and 2404 on train 21. We shot it bridging over U.S. 41, then headed west ourselves. From Negaunee we went to Nestoria, L'Anse, and Baraga, then to Houghton for overnight. Nestoria, where the Keweenaw Peninsula line diverges, boasted only the junction, sidings, and a one-trick (nights) order office.



After intercepting the southbound *Copper Country Limited* at Baraga (above), we finished Tuesday with the Houghton-Nestoria turn. Its power, AS616s 390 and 394, waits at L'Anse for the varnish to clear. Unseen beyond 390 is Soo 395, the L'Anse switcher, parked for the night.

Nestoria still saw a passenger train, Nos. 9 and 10, Milwaukee's *Copper Country Limited* linking Chicago and Calumet, the MILW equipment running through onto the Soo at Champion, 15 miles east of Nestoria. It would be Soo's last varnish, ending in 1967. We intercepted train 10 at Baraga and chased it back 5 miles in the gathering dusk to L'Anse. Behind FP7 105A and F7B 97B were three express cars (one with a working RPO apartment), and coaches 400 and 417. A sleeping car was carried on alternate nights, but this wasn't one of them. Back at L'Anse, the nightly Houghton-Nestoria turn, with AS616s 390 and 394, waited for 10 to clear. Parked nearby was AS616 395. Built in 1949 as BLH demonstrator 1600 (the first of two with that number), it had

dynamic brakes and fabricated tri-mount trucks instead of the usual cast trucks.

When the *Copper Country* had cleared by 10 minutes, Baldwins 390 and 394 started uphill into an approaching thunderstorm and could be heard roaring upgrade for the next half hour. Another productive day behind us, we went on to Houghton for the night. 🌩

J. DAVID INGLES, CLASSIC TRAINS' senior editor 2000-18 and now contributing editor, began his "Ingles Color Classics" series in 2011. This article, to be continued in the next issue, was condensed from a 10,000-word trip report that Jerry Pinkenank wrote soon after returning home. Next time we'll visit the Keweenaw Peninsula, then head south into Wisconsin.

To Centralia for STEAM

A hard ride on an overnight local took a young man to an Illinois Central hot spot

BY BURT W. MALL • Photos by the author

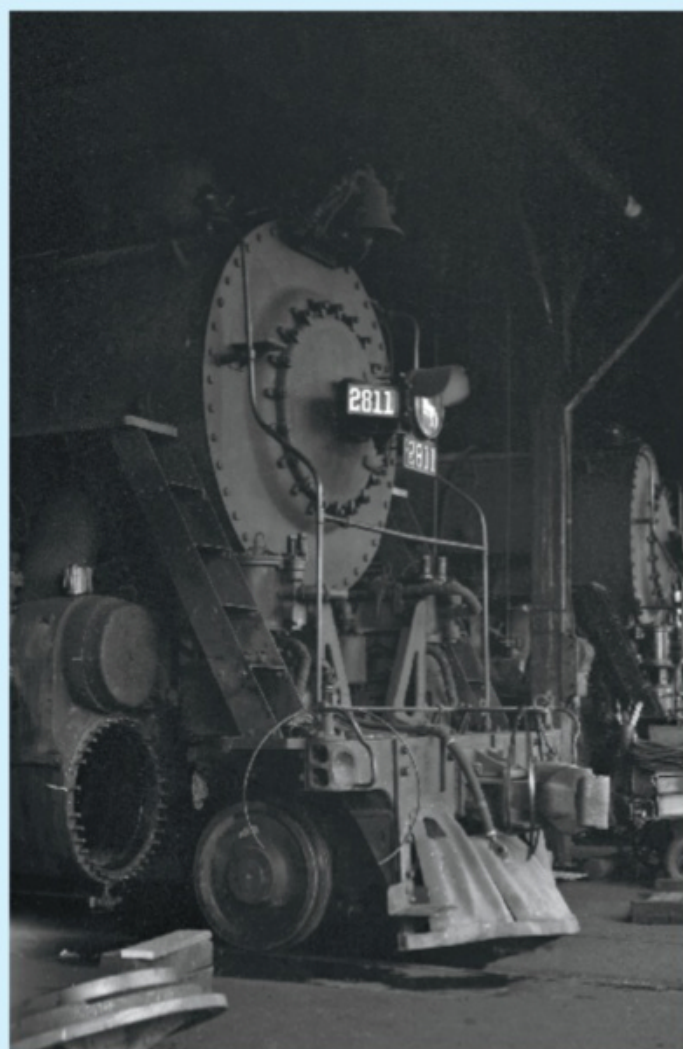
It was not an easy nocturnal trip from Chicago to Centralia, Ill., in May 1958. The reward, however, was possibly photographing Illinois Central steam locomotives. IC steam near Chicago had already expired, but previous visits to Centralia in 1957 and January '58 had yielded a fair amount of engines still in service. I hoped this would still be true five months later, even though diesels were slowly streaming in and carloadings were not particularly high at the time.

Before trekking to Centralia, an important junction and shop town named for the IC itself, I attempted to get a handle on steam's use there. A long-distance phone call in 1958 was not the easiest, especially if one did not know the number of the person or the specific location being called . . . in this case IC's Centralia roundhouse.

The switchboard operator in Centralia first put me through to the Centralia High School Maintenance Department, where someone answered, "Shop." When I asked if any steam would be available, the prompt answer was, "One boiler will be fired and the school will be warm." Of course, that was not the correct placement of the call. On contacting the operator again, she rang the roundhouse, where a man told me that one or two 3500s (0-8-0s) would be working and probably the Centralia to Carbondale local freight would be called and handled by a 2600 (4-8-2).

This was enough to get me to IC's Central Station for the 12:35 a.m. departure of the *Southern Express*. Arrival in Centralia was 7:45 a.m., which would afford several hours for photography, plus some beforehand sleep on the train.

The ride on the *Southern Express* was different — not bad, just different. There was no mistaking it for the crack *City of New Orleans* or *Panama Limited*. The consist was 10 express/mail cars, one RPO, one heavyweight baggage-coach, and one heavyweight coach bringing up



Inside the Centralia roundhouse in May 1958, 2-10-2 2811 has had one of its cylinder heads removed, probably for replacement of a piston ring.



Illinois Central E7 4006 and E6 4001 stand with the *Southern Express*, author Mall's transportation from Chicago, shortly after its 7:45 a.m. arrival at Centralia in May 1958.



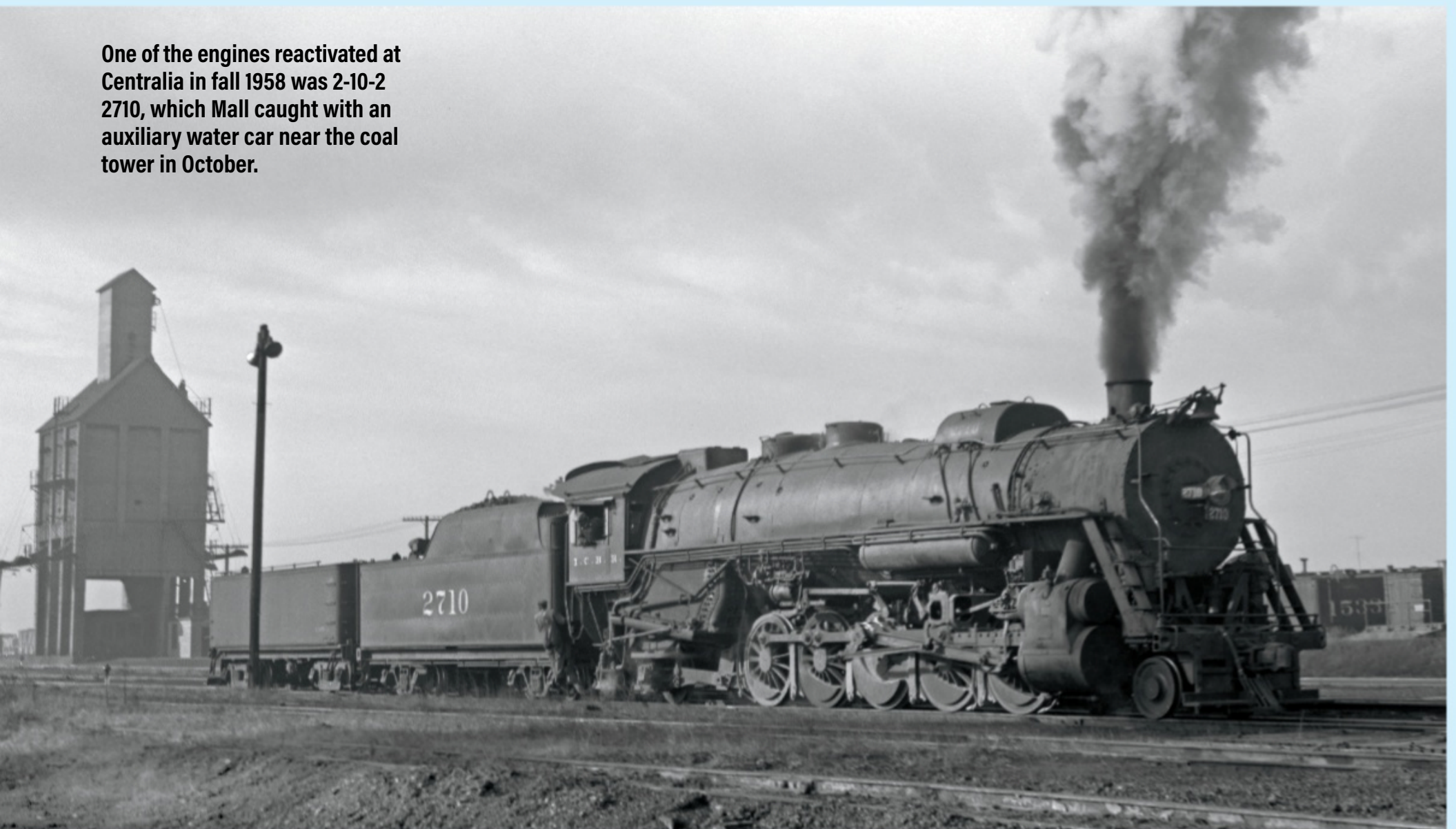
On another visit to Centralia in October 1958, Mikado 1674 was working in the yard south of the roundhouse and shops.



Although it wasn't scheduled to be used on the day Mall visited in May '58, 4-8-2 2608 simmers outside the roundhouse in the company of a GP9.



One of the engines reactivated at Centralia in fall 1958 was 2-10-2 2710, which Mall caught with an auxiliary water car near the coal tower in October.





Hostler Sam Burris (left) and the day roundhouse foreman graciously moved No. 2608 out into the May sunshine for photos.



Outside the Centralia Car Shops were finished cabooses, a rail crane, and steel to be used in car construction.



Before IC's *Creole* took him home to Chicago, ending his May 1958 visit, Mall photographed Burlington SD7 302 with a local freight.

the rear. Twenty-two stops (some flag) on a 251-mile journey made sleep barely possible in the rear coach, despite the car not being crowded.

After an on-time arrival, I set off on a 2-mile walk to the roundhouse. A local pooch decided to tag along.

On arrival at to the roundhouse, I found no live steam locomotives on the service tracks. Smoke was visible in the south yard a mile or more away, but that was it. I walked into the roundhouse, which was about half full of steam engines. The day foreman greeted me and said, "I think I know who you are." It was he I had talked to when I phoned. We shook hands and walked the perimeter of the roundhouse while he explained that the local would be handled by two newly arrived GP9 diesels. I wish I had written down this gentleman's name because of his graciousness. He then said that a hot 2600 would be pulled out of the roundhouse, headed in the direction I wished for taking photographs.

He and a hostler helper proceeded to move engine 2608, which they left outside for about an hour. (I did get the hostler's name: Sam Burris, the father of future U.S. Sen. Roland Burris of Illinois.)

The IC built 20 4-8-2s, Nos. 2600–2619, in its Paducah (Ky.) shops between November 1942 and August 1943. They had 70-inch drivers, were designed for 275 psi of boiler pressure, and produced 83,000 pounds of tractive effort. They were attractive and well-liked by the crews. The 2600s were the last in a long line of home-built IC engines.

There was more to see beyond the roundhouse. In the south yard, engine 3544 provided a nice demonstration of a heavy 0-8-0 doing what it did best: switching. To the north, freshly painted cabooses lined the storage tracks at the Centralia Car Shops.

On earlier visits I'd become acquainted with the extensive facilities at Centralia. They were massive, but for years they had been underutilized. The change occurred because of the 1928 construction of the Edgewood Cut-off, which diverted much freight traffic away from the main line through Centralia.

Centralia was served by the IC, Burlington Route, and the Southern. At the time of my May visit, steam was silent on the CB&Q and the Southern, although I did see EMD road-switchers from both roads on local freights. Q steam would return, however, on a limited basis later in 1958 because of a series of accidents that took a number of diesels out of service.

Steam had a brief resurgence on the IC as well. In fall 1958, an increase in traffic, primarily coal, caused the road to reactivate at Centralia several 0-8-0s, at least one 2-8-2, several 2-10-2s, and at least two 4-8-2s. Some photos from a visit I made that fall are included here.

My return trip to Chicago in May was via the *Creole*, a New Orleans train that departed Centralia at 1:45 p.m. and arrived Central Station at 7:30 p.m. It was a gratifying day of photography and railroading.

Illinois Central steam lingered sporadically in Paducah until early in 1960, when all fires were dropped. ■

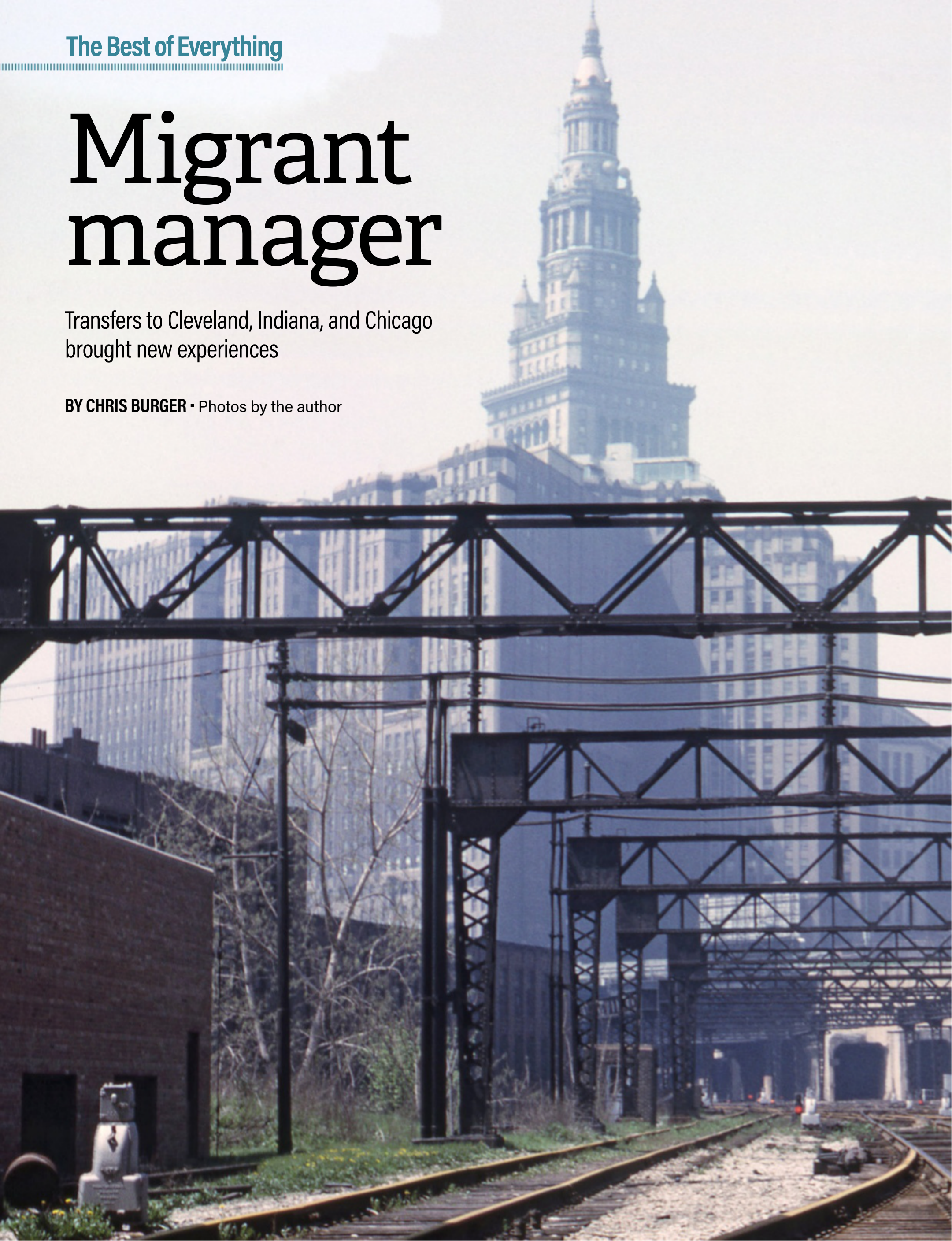
BURT MALL's travels throughout the Midwest to see steam in the late 1950s are the subject of his 2013 book Steam's Last Season. He leads the team that keeps Soo Line 2-8-2 No. 1003 in service. This is his first CLASSIC TRAINS byline.

The Best of Everything

Migrant manager

Transfers to Cleveland, Indiana, and Chicago brought new experiences

BY CHRIS BURGER • Photos by the author



During a business-car dinner with some of my staff and their wives when I was a Chicago & North Western official, we were discussing relocations, which prompted one of the wives to say, “We’re all just migrant managers.” I thought “boomer,” a common railroad term, sounded better, but I understood what she meant. The good news in moving around, for me at least, was the benefit of being exposed to a variety of operations, territories, and responsibilities, to say nothing of management styles and role models. Even better, I met my future wife Rita in Cleveland on my first management assignment after leaving New York Central’s training program. While some “railroad marriages” faltered and failed in the course of many moves, late-night calls, and the like, ours thrived. I remember Rita answering questions about her favorite location with, “It was wherever we were.”

NYC, like most railroads, moved new officers around frequently to gain experience and, I always thought, to make their rookie mistakes, learn from them, and be able to walk away for a



Main photo: Three NYC E units lead a west-bound passenger train toward Cleveland Union Terminal in May 1965.

Top: A Shaker Heights Rapid Transit PCC car rolls into the Attleboro station on an inbound run in March 1965.

Above: Also in March '65, Norfolk & Western GP35 1317 passes an Alco S2, still with its Nickel Plate livery and number, at Painesville.



EMD switchers work inside the sprawling Republic Steel complex in Cleveland in July 1965.

fresh start at another location. The railroad grapevine being what it was, sometimes the “fresh start” worked and sometimes it didn’t. In my case it did, or at least I never heard or felt that it didn’t. Throughout my first full year in management, I was a general yardmaster at Collinwood Yard in Cleveland; an assistant trainmaster at Burns Harbor, Ind.; and a terminal trainmaster at Englewood in Chicago.

CLEVELAND

In 1964 Collinwood Yard was a big operation with two portions (eastbound and westbound), a mainline fueling operation, livestock-watering facilities, a locomotive shop, a rip track, and the Central’s technical service laboratory. The latter

was considered cutting edge in the industry at the time and is where the railroad’s jet snowblower and jet-propelled Budd RDC experiments were developed. As a division transportation officer, my responsibilities (shared with several trainmasters and other general yardmasters, plus an assistant GYM and yardmasters on each trick) were for the train and yard operations. Alas, I never had time to visit the diesel shop or technical center.

Collinwood had what I recall as the toughest labor-management environment that I would encounter in my career. I hadn’t been there long when one of the

yardmen asked me come with him to check out a switch that was hard to throw. Of course I did, and no sooner had I thrown the switch a couple of times when one of his fellow crew members came up with a penalty timeslip that he asked me to sign because I had thrown a switch — which was *his* job. Lacking any experience in such things, and not wanting to deny I’d done it, I signed the slip and later told my boss, H. D. “Jack” Talkington, what had happened. He laughed and said not to worry — situations like that were why the railroad sent guys like me out there to toughen us up. He’d see to it that it wasn’t paid and hoped I’d learned a lesson, which I had.

Drinking alcohol while on the job was common among railroaders in the ’60s, and I handled my first Rule G infraction at Collinwood when I found the engine and caboose of an industry job parked across the street from a tavern. Suspecting what I might find inside, and seeing a pay phone nearby, I called the yard and luckily found one of the trainmasters to go in with me. We found all five crewmen at the bar and took them outside, where we administered the unpleasant standard test, which at the time was to have each of them stand close to us and blow their breath in our face. All but one (the engineer) “failed” and were taken off the job.

Cleveland was an interesting railroad town. NYC had two yards, Collinwood on the east side and Rockport on the west, near and serving a Ford assembly plant. I spent some time at Rockport covering vacations, as well as a lot of time riding transfer and industry jobs around the city. Four other Class I railroads — Pennsylvania, Baltimore & Ohio, Erie Lackawanna, and Norfolk & Western (which had recently taken over the Nickel Plate) — served the city, and there were several steel-mill roads.

For the railroads, Cleveland was as photogenic as any place I’ve worked, but being a junior officer I didn’t think it was wise to be on my employer’s property with my camera. So, in what little time I had available for photography, I concentrated my efforts on the other roads in the area, as well as the big lake boats that

wriggled their way up and down the Cuyahoga River. Not far east was Painesville, which had the NYC and ex-NKP main lines, a B&O secondary line, and short line Fairport, Painesville & Eastern.

I handled my first Rule G infraction when I found the engine and caboose of an industry job parked by a tavern.

Another reason I didn't have much time for photography was that I'd met Rita. Accidents and injuries usually were investigated by an operating officer and a claim agent, and in the course of one such investigation the claim agent suggested a dinner date with his fiancée and one of her co-workers, both nurses. That date led to others and an on-and-off relationship for a while, and then, just when it was becoming more on than off, I learned I was being transferred to Burns Harbor, Ind., where Bethlehem Steel had recently opened a big steel mill served by NYC.

NORTHWEST INDIANA

Even as parts of the mill were still under construction, it was producing sheet steel from hot steel slabs that arrived in unit trains (symbol BMSX) from Bethlehem's plant in Lackawanna, N.Y., near Buffalo. These trains were "hot" both literally and figuratively, and yarding them with what was then minimal yard track-age was a challenge. Not only was track space an issue, but given the newness of it all, some of the Elkhart-based road crews weren't familiar with the layout and had to be herded around.

NYC's office was a trailer adjacent to the main line and a four- or five-track yard. The South Shore Line electric inter-urban was just a short distance away. We did all the intraplant switching, too, with road crews based at Burns Harbor but furnished from Elkhart, about 60 miles east. Surprisingly, given that these were outlying jobs that required a commute from Elkhart, there wasn't much personnel turnover, I suppose because the hours were predictable and the pay was good. "Trapper," the conductor on the afternoon job, cooked an excellent evening meal for his crew in the caboose every day, and occasionally included me as well. One evening, a last-minute road-train pick-up required a quick move of cars in the yard while our crew was busy in the mill. Our small yard made any opportunity to make room too good to pass up, so I decided to use an engine that was there and move the cars myself. In the process, I derailed one of them. Re-railing it required help, so I had little choice but to swallow my pride and ask Trapper if I could borrow one of his brakemen. After a quick crew conference, one of them volunteered, and Trapper said he'd save some stew for us. There was no timeslip, either.

The Burlington Route was operating steam excursions out of Chicago Union Station with its 2-8-2 No. 4960 while I was at Burns Harbor, and later at Engle-



September 1965 (from top): Grand Trunk Western freights led by F3s and Geeps pass at Griffith, Ind. A Monon C628 makes Alco smoke at Pullman Junction in southeast Chicago. At the same spot, B&O's *Diplomat* heads downtown. South Shore motor 801 works east at Ogden Dunes, Ind.



E7s and E8s, power for the remnants of the Great Steel Fleet, idle at the Central's enginehouse in Englewood, Chicago, in January 1966.

wood, and I was able to photograph a couple of them. With the South Shore Line close at hand and Griffith, a multi-diamond crossing of five railroads (C&O, EJ&E, EL, GTW, NYC) not far away, I took advantage of other photo opportunities as well.

CHICAGO

After a couple of enjoyable months at Burns Harbor, I was promoted to terminal trainmaster at Englewood on Chicago's South Side. NYC's curved freight yard was just east of the famous Union Station and diamond crossings of the PRR and Rock Island. I worked mostly second trick and so had plenty of time in the morning and early afternoon to roam around Chicago with my camera, mostly on the South Side. "Home" was an apartment on the second floor of a farmhouse in the south-

west suburb of Midlothian, a half hour or so drive from Englewood. Among my other favorite locations were Pullman Junction (B&OCT, BRC, NKP, RI), 81st Street (BRC, C&WI and some Dearborn Station passenger trains, RI, WAB), and Joliet (ATSF, EJ&E, GM&O, NYC, RI).

Englewood Yard was busy and interesting, handling mostly eastbound interchange traffic from ATSF, C&NW, CB&Q, and RI. Most westbound traffic to connections moved via the Indiana Harbor Belt. We also handled southern Illinois coal and related traffic to and from the Belt Railway of Chicago and its South Chicago coal transfer facility. What westbound and local traffic we did see arrived in train LS-1 from Elkhart and was switched out at the west end of the yard. Eastbound connections were switched at Park Manor at the yard's east end, mak-

ing two blocks: Elkhart, where cars were humped for destinations farther east, and Harrisburg, a far downstate Illinois town and yard on NYC's "Egyptian" line to Cairo. Most eastbound transfers arrived in early morning, and with only a few Park Manor passes necessary to switch out the non-Elkhart and southern Illinois traffic, we'd start spitting out sections of train CB-12 for Elkhart. Two sections was normal, but three or four were common. Englewood was home to a small group of Baldwin road-switchers. DRS-44-1500 No. 5991, with its 1,500 h.p., was usually assigned to the Park Manor jobs as most of the switching there was with long, heavy cuts.

Trains to and from the east were routed into Englewood from the passenger mains at JN tower, a mile east of the yard, and one memorable afternoon, with trains



In May 1966, Joliet Union Station hosts GM&O's *Abraham Lincoln* (left) and Rock Island 630, the last active E6, on a short commuter train.

to run in both directions, no one could raise the operator there. Trainmaster Gerry Maas and I jumped in my car and drove over there, fearing the worst. Given the neighborhood, I carried a brake club in the back of the car and grabbed it before heading up the stairs where, upon looking through the window, we saw a pair of legs on the floor sticking out from behind the interlocking machine. Just as we were ready to break the window to get in, the legs moved as the operator woke up. We were too relieved, and he was too embarrassed, for us to be mad. Gerry and I had become, and remained, good friends, and he was behind my move to the Central Vermont years later when he was leading the Grand Trunk Western.

Another incident that could have been a lot worse occurred at Whiting, Ind., which was part of the Englewood territory, when we got a report that one of our trains had struck a school bus and turned it over. I had a trainee with me at the time, and we hustled over there with all kinds of drastic images in our minds, only to find that the bus, which indeed was on its side, had been empty except for the driver, who had gotten out in time.

NYC's coal traffic from southern Illinois included a weekly unit train to Minneapolis routed via Englewood and Proviso to the C&NW. This was a route through Chicago I wasn't familiar with, so one day when one of these trains showed up in the late afternoon, I decided to ride along. There had been some question as to whether to make a run for the midnight per-diem deadline with a second-trick crew or hold off for a fresh third-trick one. I had no idea how long it should take to get to Proviso, but my yardmaster and crew assured me it'd be a snap, so off we went, down the passenger main line to 16th Street and around the connection to the St. Charles Air Line — where the train went into emergency.

The head brakeman and I started along the train with an air hose and wrench, as did the rear brakeman, all praying it was nothing worse. We were within a car-length or so of each other when we found parted air hoses. We changed out the shorter one and headed back to the head end, but we had been stopped for over an hour, so it was after midnight when we reached Proviso, and it was close to the crew's 16 hours maximum on duty when we got back to Englewood. By then, the day brothers had arrived fresh as a daisy and were wanting to know where we'd been. I was pooped, hungry, and not in the mood for joking, so I just tapped the

coffee pot and headed for home.

Derailments should be mentioned, too. We're talking the pre-Penn Central 1960s here, and the physical plant wasn't in the best of shape, especially in yards. I actually carried wood blocking and a drawbar chain in the trunk of my car until one day, on the way home, I was flagged down by the Chicago police. They had noticed the rear of the car was lower than the front and wanted to see what I was carrying back there.

In case you're wondering about Rita, she and I commuted between Chicago and Cleveland, using my pass every chance we got, and we became engaged while I was at Englewood. Speaking of my pass, I was surprised upon receiving my new one at Collinwood to see that instead of being good on all trains, system-wide and with roomette privileges as had been the case as a trainee, I now was restricted to the Eastern District with no roomette or *20th Century Limited* rights.

Fortunately, I had made a friend in the pass bureau who was able to issue me a new one with all the privileges of the old one, making me promise not to tell anyone, which I didn't — until now.

If the New York Central's plan was for me to gain experience and learn from my mistakes, I'd say it was met or exceeded. My next stop, after eight months at Englewood, was headquarters at 466 Lexington Avenue in New York City as manager of coal and ore transportation. ■

CHRIS BURGER, retired since 1998 from a career with NYC, New Haven, Chicago & North Western, Central Vermont, and Central of Indiana, lives with his wife Rita in north-central Indiana. This is the eighth entry in his "Best of Everything" retrospective series.



Two Elgin, Joliet & Eastern EMD-repowered Baldwin center-cabs are at Griffith, Ind., in June '66.



Also in June 1966, an A-B-A set of Burlington F7s leads a westbound freight at Princeton, Ill.

Four days with the *Golden Spike Centennial Limited*

Adventures with a Berkshire — and J. J. Young Jr. — in May 1969



Berkshire 759 heels to a curve at Neoga, Ill., with the *Golden Spike Centennial Limited* on May 15, 1969. The chase is on! George A. Forero Jr.

Six leisurely days of roaming my way west to rendezvous with the return trip of the *Golden Spike Centennial Limited* from Utah in May 1969 [pages 30–41] were followed by four hectic days of chasing the train from Neoga, Ill., to Baltimore Md.

Neoga is 116 miles by rail from St. Louis, where the *Limited* had spent the night after the previous day's trip from Kansas City on Norfolk & Western's former Wabash. From K.C. east, the train was pulled by Nickel Plate 2-8-4 759, and on this day, Thursday, May 15, would

steam northeast from St. Louis Union Station on old home rails, N&W's former Nickel Plate. (For an overview of the *Limited*, see "Reprising the Blue Dart" in Fall 2013 CLASSIC TRAINS, by Senior Editor J. David Ingles, who rode the train this day.) The old NKP's "Clover Leaf" main line between St. Louis and Frankfort, Ind., crossed Illinois Central's main line at Neoga, and I, chasing this day with my former high school classmate, the late Pete Stonitsch, figured that was as good a place as any to wait for the steam train. IC accommodated us with a couple of freight

trains and the northbound *Seminole*.

The morning sun swung to almost head-on at the IC-N&W diamonds, so before the *Limited* showed up, we moved a few hundred yards to the east, in town where N&W curved sharply northeast. It was there that I first ran into J. J. Young Jr., the first of several encounters with that noted photographer on the chase. We were rewarded by a nicely lit shot of 759 as the Berkshire leaned into the curve and raced by us. The chase was on!

For some reason we managed to catch up with the train only 20 miles later as it



The special's entire 13-car consist is visible in this view from an overpass near Veedersburg, Ind., 90 miles east of Neoga on the old Nickel Plate Clover Leaf District. George A. Forero Jr.

approached the former division point of Charleston, Ill., which was its next servicing stop. Those service stops usually provided the only guaranteed way of getting ahead of the well-performing Berkshire.

We used the servicing time at Charleston to head northeast about 60 miles to Cayuga, Ind., for what we thought was Cayuga Hill. Only recently did I discover that "Cayuga Hill" was the term for the *westbound* grade into Cayuga after crossing the Wabash River. In our innocence we found what we thought was an uphill grade, perhaps a shorter eastbound climb toward Cayuga. In any case, we caught the hard-working Berkshire at a rural grade crossing that certainly gave the impression that it was attacking a grade. The next servicing stop was at Frankfort, Ind., but we were able to catch the train twice before it got there. The first was near Veedersburg from an overpass as the *Limited* came around a curve, and the second was a head-on shot as the 759 came thundering by us just outside of Frankfort.

It was a full and rewarding day that ended with a view of the 2-8-4 tearing through the town of Albany, Ind., about 20 miles short of the Ohio state line on NKP's old Lake Erie & Western, in nice late-afternoon light on its way to its over-

night stop in Lima, Ohio, where it had been built 25 years earlier.

After backtracking a bit to drop Pete off at the University of Notre Dame to finish his classes for the year, I headed back to start the next day's chase.

Day 2/May 16


I first caught the train at Bluffton, 15 miles northeast of Lima. After a few desultory photos, a highlight of the morning was witnessing 759 storm across the PC and C&O diamonds at Fostoria.

Near Creston, Ohio, 56 miles east of Bellevue on the former Wheeling & Lake Erie, I crossed paths again with J. J. Young, who was chasing with two friends, all discussing their next photo location, the Ohio River bridge at Mingo Junction, next to Steubenville. They offered to let me follow, and

I accepted as we sped the 100 miles or so to our intended target. Much later, I learned that this was "JJ's" home turf, him having grown up across the river just south of Steubenville, in Wheeling, W.Va.

I was a little puzzled when we pulled off the road next to the N&W bridge's approach, on the Ohio side. I'd figured the shot would be from the West Virginia side as the train crossed the river, but I scrambled up the embankment to the

We were rewarded by a nicely lit shot of 759 as the Berkshire leaned into a curve and raced by us.

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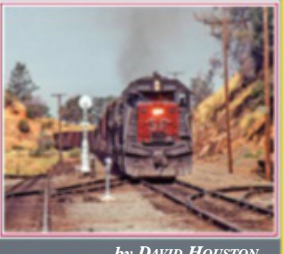
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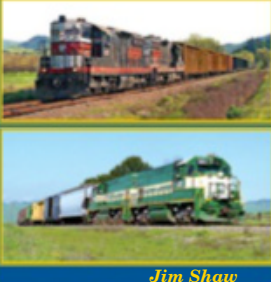
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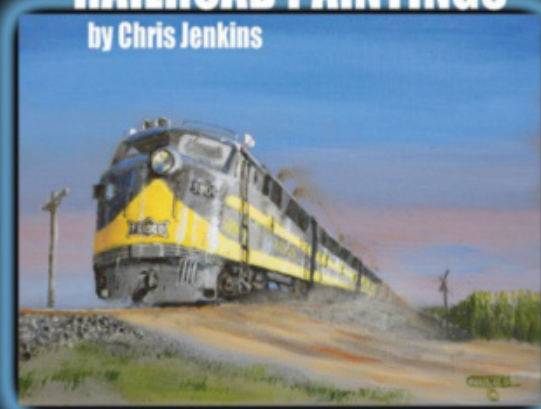
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The Way It Was

tracks behind them . . . and then proceeded to follow them walking *across* the bridge to the east riverbank! This was something I would not even think of doing today — and hopefully the statute of limitations has expired — but JJ seemed to think nothing of it, and gave the impression that he'd done this before, which he probably had. As anticipated, the resulting photos were terrific.

Then, of course, we had to walk back across the bridge, including a long approach embankment and other bridge spans that were adjacent to, and over, multiple tracks of a steel mill whose in-plant locomotives had whistled a greeting to 759 just a few moments before. I was relieved to get back in my car as we drove on to N&W's Rook Yard in Pittsburgh, main facility of the former Pittsburgh & West Virginia, to watch the *Limited* as it was serviced and the train was opened for display.

That night the four of us found a cheap motel room (the first non-sleeping-bag night for me on this trip) that could accommodate all of us in separate beds. As I recall, we each had to chip in no more than \$2 or \$3.

Day 3/May 17

The next day, May 17, JJ led us to the east portal of Green Tree Tunnel, the exit from Rook Yard. While we waited for 759

to appear, I took a photo of JJ as he focused his Mamiya 2¼ twin-lens reflex while partway up the embankment along the tracks. I was shooting with a 2¼ Bronica, and I think that's why we initially had hit it off so well. But I quickly realized that JJ was easily approachable and extremely personable, and I really enjoyed his company, my first encounter with this iconic photographer.

But then things started to unravel. The 50 intervening years have dimmed my memory of events' details, but I read recently of a delay owing to a minor derailment of 759 in the yard. I also recall that the automobile JJ was riding in suffered a malfunction, perhaps a flat tire. By the time all that was sorted out, I think JJ and his friends decided to call it quits.

I continued alone, though, and despite the delay in resuming the chase, I was able to catch up to the train at Deal, Pa., about 115 miles from Rook. Of great help was a servicing stop in Connellsville, Pa., where N&W connected with the Western Maryland, plus WM's winding route east of there and along the Potomac River. As I arrived at Deal, a four-unit set of F7s was coupling up to 759, mainly so the Fs could use their dynamic braking to assist the train downgrade to Cumberland, Md. My subsequent photo locations were at the bridge over the Potomac River as the train burst out of a tunnel leaving Cum-



On May 16, the second day of my eastbound chase, No. 759 hammers across the PC and C&O diamonds at Fostoria, Ohio; the rear of the train is on the B&O crossing. George A. Forero Jr.



The 2-8-4 digs in for the climb after crossing the Ohio River into West Virginia at Steubenville, Ohio. Photographer J. J. Young Jr. led the way across the bridge to this spot. George A. Forero Jr.

berland, and after its arrival at the next overnight stop, Hagerstown, Md. In the last light of the day, I photographed a WM BL2/slug set coupled to the 759 in the yard.

Day 4/May 18

Sunday, May 18, the last day of my chase, was anticlimactic at best. Diesel helpers out of Hagerstown (two WM chopped-nosed GP9s) and an ordinary head-on shot near Westminster, Md., made for lackluster photos. I then broke off the chase as 759 took the train on into Baltimore, from where a specially painted blue GG1, lettered AMERICAN RAILROADS like the 2-8-4 and the *Limited's* cars, returned the train to New York.

But there was one more bonus oppor-

tunity: an excursion being run by the Baltimore Chapter of the NRHS between Baltimore, Md., and Harrisburg, Pa. Two former Canadian Pacific 4-6-2s would be pulling the train into Harrisburg, coming up the east bank of the Susquehanna River and returning over PC's former Northern Central through York, Pa. I figured I had just enough time to hustle the 60 miles from Westminster to catch the Pacifics arriving at Harrisburg.

So I broke away from the 759 and was successful in capturing the arrival of the doubleheaded Pacifics. Reluctant to call it a day, I elected to wait around for the excursion to leave town and joined a group of photographers at Lemoyne Tower on the west side of the Susquehanna. During the wait we were all taken by surprise by



Young, whom we encountered a few times on the chase, waits for the special at Green Tree, Pa., on May 17. George A. Forero Jr.

hearing a steam whistle coming from the opposite of the expected direction. To our amazement the 759 appeared in the distance, towing its tool car and crossing the river on the Reading Company bridge just east of our location. There was no time to get into a position for photos, but it was a nice conclusion to an epic journey as the Berkshire made its way back to its home base in New Jersey for a well-deserved rest.

When the NRHS excursion finally arrived at Lemoyne, it had a PC SD40 on the point, which it apparently kept all the way back to Baltimore, as it was still leading the two Pacifics when I saw the train trundling down the street in York, Pa.

I then headed for New York, but not before reflecting on what a great trip it had been. At the time, NKP 759 was the largest steam locomotive to be restored privately, and the *Golden Spike Centennial Limited's* eight-state, multi-day New York-Kansas City round trip almost certainly was the longest special behind steam. It was the predecessor of the *American Freedom Train* and of all the succeeding cross-country trips by various steam locomotives that would appear in the ebb-and-flow of mainline steam in the ensuing decades. I was extremely happy to have witnessed part of this historic event. — George A. Forero Jr.

City lights

Switching boxcars at night was a challenge for a greenhorn brakeman on the Rock Island

In October 1965 I was hired by the Rock Island as a switchman at Peach Yard, Fort Worth. There were several of us “greenhorns” working in the yard off the extra board, and none of us knew anything appreciable about what we were being paid to do. I had been some kind of railfan all my life, and thought I knew something about railroads. It turned out that whatever I had known didn’t mean much when it came to switching boxcars in a real freight yard.

One night in the wee hours of the morning, my engine tied onto the south end of a cut of cars in a track in the New Yard. A bunch of cars during some period had been shoved and kicked into this track, leaving a few cuts of cars that were not coupled. The intent of our crew was to couple up the track. The foreman told

me to get on top of the car next to the engine (remember ladders and roof walks?), and pass signals to the engineer. When I took my position, I was looking north down the tops of the cars in the track. I cannot recall for sure, but believe we probably made a joint or two. The play was for the field man (farthest from the engine) to make the joints, the foreman to assist him or pass the signals to me, and I to pass the signals to the engineer.

At some point I relayed a signal to the engineer to back up again, and he began to back out of the track. The yard around me, as seen from my vantage point atop a slowly moving boxcar, was dark. But, over the tops of the cars I also had the privilege of seeing the plentiful lights decorating North Fort Worth beyond the darkness of the yard, the Trinity River

bottoms, and up the hill.

When our engine backed out onto the lead, we made a bend to the left (west) so that I was no longer lined up with the foreman and field man along the track. I kept straining my eyeballs, looking for a signal from one of them, which would be no more than a pinprick of light from a lantern, albeit a moving pinprick. I continued not to see one. The engineer kept us creeping along, and eventually we got down to the throat of the yard where the track bends back to the right (east). I still did not see any signal.

We continued to creep, and pretty soon I felt the gentle slap of telltales on my back. I was already aware that the Missouri Pacific crossed over the Rock Island on a truss bridge in this area on an angle running northeast to southwest, and I turned to confirm that, per the telltales, we were indeed getting close. At this point I still had not seen a signal. I hunkered down, so as not to get knocked off the top of the car when we went under the bridge.

Still we crept along, only now I was



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Telltale warned author Sandlin of the MoPac bridge over Rock Island's Peach Yard in Fort Worth, pictured in 1970. Jerry A. Pinkepank

down on my knees to see under the bridge, and I was beginning to sweat my inability to see a signal, notwithstanding my recently having been tested in the Army and determined to have 20/15 vision. At some point the track we were on began to curve to the left (west) again, and we were then across from the yard office. I had begun to conclude that the likelihood of my seeing any lantern signal was increasingly poor.

Finally, I gave up, signaled the engineer to stop, and got off. I told him I had not seen a signal and thought I ought to walk back and check, a decision to which he readily agreed. I walked back up the cut of cars, maybe 30 or so, mostly 40-foot boxcars (remember those, the kind of car a grain hauler like the Rock Island lived or died with back then?). I eventually reached the foreman, and he fulfilled my expectation of a less-than-pleasant reception. The stop signal had been given, and I had missed it.

I still to this day have in my mind the view of the many little twinkling points of light in North Fort Worth, and my

Whatever I had known as a railfan didn't mean much when it came to switching boxcars in a real yard.

desperately looking among them for a little lantern signal that somehow evaded my vision. I have since also thought about what it would be like to be in a position such as I was, and looking in the same

direction into a stiff breeze out of the north with the temperature down around 20 degrees!

Thanks to this experience and others, I came to understand that on the railroad there was often more to what was taking place than was obvious. — T. E. Sandlin

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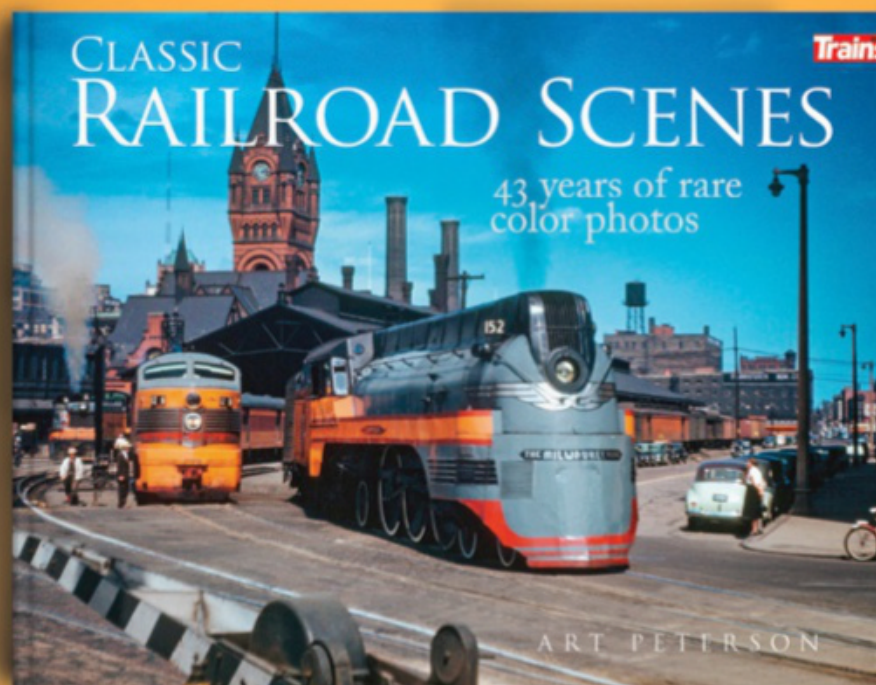
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Meet me in St. Louis

Streetcars came to St. Louis in 1859 with a horse line. Cable operation began in 1886, but by 1902 all lines were electric. In 1899 various companies joined to form United Railways, which was succeeded by St. Louis Public Service in 1927. The 4-foot 10-inch-gauge system had more than 1,600 cars before World War I; by 1945, half that number served 358 miles of track. Two hundred PCCs arrived (from St. Louis Car, naturally) in 1940–41, followed by 100 more in 1946. Four car lines remained in 1960, the Bi-State Development Agency took over three years later, and the last trolleys ran on May 21, 1966. A new light-rail system began running in 1993, and the 2.2-mile heritage-style Loop Trolley opened in November 2018.

Clockwise from right: Just north of the west end of today's Loop Trolley line, deck-roofed SLPS 1136 (UR, 1911), inbound from Creve Coeur Lake, waits for brand-new PCC 1522 to pull out onto Kingsland Avenue on September 1, 1940. Four 1941 PCCs rest at the De Baliviere carbarn on February 29, 1964. The same day, PCC 1603 turns on the De Baliviere loop on the 11-University line. On June 4, 1950, car 823 (SLPS, 1928) is on the 05-Creve Coeur Lake line at McKelvey Road in Maryland Heights. Clockwise from right: R. V. Mehlenbeck, Krambles-Peterson Archive; J. David Ingles; J. David Ingles; J. W. Koschwanez, Krambles-Peterson Archive





Devoted to railroad imagery

The Center for Railroad Photography & Art focuses on preservation, presentation

BY SCOTT LOTHES

Railroads and photography came of age together, and the visual arts are particularly well-suited for portraying railroads and their world-changing impacts. While many stellar railroad organizations preserve history, structures, and equipment, one group focuses on visual representations — the Center for Railroad Photography & Art (CRPA).

John Gruber (1936–2018) cofounded the Center in 1997. He was a talented photographer, author, and researcher with strong photojournalistic roots who helped push railroad photography in new directions. He then spent much of the rest of his life shining a spotlight on other photographers and artists. Those pursuits led naturally to the creation of the Center, which grew out of the photography and art committee of Wisconsin's Mid-Continent Railway Museum.

The Center's board of directors adopted the mission "to preserve and present significant images of railroading." That happens through five core initiatives: collections, publications, conferences, exhibitions, and awards.

PRESERVATION

Collections form the basis for all of the Center's other work. In a 2015 survey of our members, more than half ranked collections as their top priority. We preserve and provide access to a large and growing archive of photography, primarily composed of negatives, prints, and slides of various formats. Anticipated ac-



Archives Assistant Natalie Krecek processes negatives from Victor Hand's collection at CRPA's office in Madison, Wis. Scott Lothes

quisitions in 2019 will push the total number of images to 400,000. Our collections also include a small number of paintings, motion-picture films, and manuscript materials. The bulk of our photographs date from the 1930s to the

present, and while most come from North America, coverage extends to all six of the world's inhabited continents.

Each collection at the Center generally starts as a donation. Provided we have the available staff and resources, we immediately start "processing" each collection when it arrives. This begins with documenting the arrangement of the collection materials; following standard archival practice, we retain the photographer's original organizational scheme as much as possible. We then digitize each image using a digital SLR camera with a macro lens to photograph original materials, which provides high quality and saves considerable time compared to traditional scanners. We also record corresponding metadata information for each image. We generally rehouse the images during processing and digitization using acid-free, lignin-free archival materials



CRPA's April 2018 Conversations event included a look at Donald Furler's work. Otto M. Vondrak

that pass the Photographic Activity Test.

Once processing is complete, we store most of our collection materials on-site at our office in Madison, Wis. We maintain a climate-controlled environment with a relative humidity of 40 percent or less. We are currently seeking larger archival space where we can maintain a temperature in the low 60s and install freezers for particularly vulnerable formats. We also partner with Lake Forest College's Archives and Special Collections in the Donnelley & Lee Library for some of our processing and storage.

After we have properly processed, housed, and stored a collection, we make it available for access online or in-person. We post finding aids for each collection on our website, and you can view selected images from each processed collection on our website and Flickr page. We provide research assistance and fill image requests via telephone and email, and we are working to identify and acquire a collection management system that will enable better digital access and search functionality.

With so much work going into our collections, we have to constantly balance our desire to preserve as much as possible with our capacity for processing and storage. We cannot afford to be comprehensive in our collecting activities. Our goal is to build up a representative archive that is readily available for use (generally at no charge), and that touches on all styles, eras, and regions of railroad imagery. Our board has established a Collections & Acquisitions Committee that reviews all potential donations, and the board itself must vote to approve all new acquisitions. You can read more about the submission process and download a copy of our Collections Management Policy by visiting our website, www.railphoto-art.org, and clicking on the menu tabs for "Collections" and then "Donating."

PRESENTATION

While collections fulfill the preservation component of our mission, the presentation aspect extends to our four other core activities of publications, conferences, exhibitions, and awards. Those also provide opportunities to engage with new audiences and reach more of both the railfan community and the general public.

Our flagship publication is our quarterly journal, *Railroad Heritage*. Articles cover a wide range of topics in photography and art, from profiles of individual artists and photographers to thematic stories about topics such as women in railroading, trends in contemporary rail-

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road paintings, and the steam locomotive in American culture. We also publish books, both independently and in collaboration with other publishers.

Events like our conferences provide unique and meaningful opportunities for personal interaction, which grow ever more valuable in our increasingly virtual world. Our annual “Conversations” conference generally takes place in the spring at Lake Forest College, 30 miles north of Chicago. This year, due to the many celebrations surrounding the 150th anniversary of the golden spike, the conference dates are September 13–15. We begin with a reception and dinner on Friday evening, while Saturday features a full slate of presenters as well as lunch and dinner, with more presentations on Sunday morning. Recent attendance often reaches the venue’s capacity of 180. In three of the past four years, we have also hosted a regional conference — Connecticut in 2016, California in 2018, and Utah in 2019 — and we are planning for that trend to continue.

Exhibitions offer significant opportunities to take railroad stories and images to wide audiences. Instead of maintaining



CRPA founder John Gruber (left) signs books at the April 2018 Conversations event with board member Kevin Keefe (center) and President/Executive Director Scott Lothes. Henry A. Koshollek

our own gallery space, we partner with institutions ranging from libraries and historical societies to universities and museums. We have prepared more than 20 different traveling exhibitions that have visited more than 100 venues throughout the United States. Many feature work by individuals such as O. Winston Link, Da-

vid Plowden, Ted Rose, and Jim Shaughnessy. Our first major exhibition program, *Representations of Railroad Work*, was sponsored by the North American Railway Foundation and highlighted the lives and contributions of railroad workers. Initially planned as a three-year project launched in 2004, two of its shows re-

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main in circulation today. One of our largest projects, *Railroaders: Jack Delano's Homefront Photography*, tells the stories of railroad workers in Chicago during World War II and their descendants. A collaboration with the Chicago History Museum, the show welcomed about half a million visitors during its 21-month run. This year's major initiative is *After Promontory: 150 Years of Transcontinental Railroading*, which examines the histories and legacies of all of the nation's transcontinental routes and is currently on display at five venues in five different states.

The John E. Gruber Creative Photography Awards Program gives us the chance to showcase some of the best of both contemporary and classic-era photography. For the past several years, we have published the winners and prepared an exhibition for display at the California State Railroad Museum in Sacramento. We will announce the 2019 winners this summer; look for details about the 2020 program in the fall.

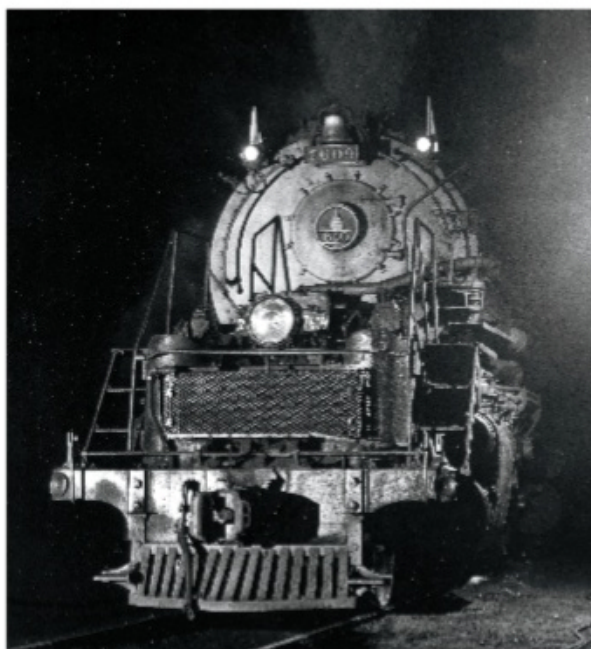
LOOKING AHEAD

The Center benefits mightily from a talented, diverse, and dedicated board of directors, and from the generous support of our passionate community. Memberships, grants, and individual gifts fund the majority of work, allowing us to hire professional staff and tackle large and ambitious projects. Three years ago, Bon French, who chairs our board, made a remarkable gift of \$1 million to establish an endowment fund. He is now offering to match all gifts to the Center with up to an additional \$1 million for the endowment. The professionally managed fund provides a steady source of long-term income for CRPA's work. This year, we are establishing a legacy society to enable estate gifts.

If you share our passion for preserving and presenting railroad imagery, we hope you will consider joining us. Annual membership is \$50 and includes four issues of *Railroad Heritage*; there are more than 800 members now. If you could make use of any of the images in our collections, please get in touch with us. We generally charge no fees for personal or not-for-profit use. To learn more, visit our website, www.railphoto-art.org, or drop me a line. We look forward to hearing from you! ■

SCOTT LOTHES, a lifelong rail enthusiast and accomplished photographer, is president and executive director of the Center for Railroad Photography & Art.

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Quiet moment at Denver

The Mile High City's Gothic-style Union Station, largely a project of the Union Pacific, was the biggest building in the West when it opened in 1881. After fire struck in 1894, the depot was rebuilt in a similar style. Then in 1914, under the auspices of the new Denver Union Terminal Co., the central section was replaced with the grand Beaux Arts edifice that survives today. All the city's railroads used it, although UP's antagonism toward the Moffat Road obliged that carrier to use its own depot for a time. For a few years in the mid-1930s, diesel streamliners like Burlington's *Denver Zephyr*, UP's *City of Denver*, and Rock Island's *Rocky Mountain Rocket* shared the platforms with narrow-gauge

Colorado & Southern steam trains. The two men reading newspapers on the waiting room's benches, distinctive with their high backs topped by reading lights, in February 1953 would hardly recognize the place today. After many years of under-use, the station is the centerpiece of a redevelopment program that has transformed the terminal and its surroundings over the past decade. The building now houses a hotel and restaurants, the waiting room is a neighborhood gathering space, there's an underground bus terminal, and reconfigured tracks and platforms host light rail and electric commuter trains in addition to Amtrak's *California Zephyr*. Wallace W. Abbey photo